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SESSIONAL PAPERS.

VOLUME 8.

SECOND SESSION OF THE SEVENTH PARLIAMENT

OF THE



DOMINION OF CANADA.

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SESSION 1892. University of Ottawa



OTTAWA

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1892

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SESSIONAL PAPERS

OF THE

PARLIAMENT OF CANADA.

SECOND SESSION, SEVENTH PARLIAMENT, 1892.

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1. Report of the Auditor General on Appropriation Accounts for the year ended 30th June, 1891. Presented 15th March, 1892, by Hon. G. E. Foster—
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada for the fiscal year ended 30th June, 1891. Presented 1st March, 1892, by Hon. G. E. Foster. 2a. Estimates for the year ending 30th June, 1893 ; presented 14th March, 1892. 2b. Supplementary Estimates for the year ending 30th June, 1892 ; presented 31st March, 1892. 2c. Supplementary Estimates for the year ending 30th June, 1893 ; presented 27th June, 1892..... *Printed for both distribution and sessional papers.*
3. List of Shareholders in the Chartered Banks of Canada as on the 31st December, 1891 ; presented 22nd March, 1892, by Hon. G. E. Foster..... *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 3.

- 3a. Report of dividends remaining unpaid and amounts, or balances, in respect to which no transactions have taken place, or upon which no interest has been paid for five years or upwards, prior to 31st December, 1891, in chartered banks of Canada. Presented 12th May, 1892, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.
4. Report of the Superintendent of Insurance for the year ending 31st December, 1891.
Printed for both distribution and sessional papers.
- 4a. Preliminary abstract of the business of Canadian Life Insurance Companies for the year ending 31st December, 1891. Presented 1st March, 1892, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.
- 4b. Abstract of statements of Insurance Companies in Canada for the year ending 31st December, 1891. Presented 10th May, 1892, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

5. Tables of the Trade and Navigation of Canada for the fiscal year ended 30th June, 1891, compiled from official returns. Presented 1st March, 1892, by Hon. M. Bowell.
Printed for both distribution and sessional papers.
6. Report, Returns and Statistics of the Inland Revenues of Canada, for the fiscal year ended 30th June, 1891 ; Part I, Excise, etc. Presented 31st March, 1892, by Hon. J. Costigan.
Printed for both distribution and sessional papers.

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- 6a.** Inspection of Weights, Measures and Gas, being a supplement to the Report of the Department of Inland Revenue, 1891 *Printed for both distribution and sessional papers.*
- 6b.** Report on Adulteration of Food, for the fiscal year ended 30th June, 1891.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

- 7.** Report of the Minister of Agriculture of Canada, for the calendar year 1891. Presented 6th April, 1892, by Hon. J. Carling. Appendices to the Report of the Minister of Agriculture of Canada, for the year 1891. Presented 20th June, 1892, by Hon. J. Carling.
Printed for both distribution and sessional papers.
- 7a.** Report on Canadian Archives, 1891. Presented 8th April, 1892, by Hon. J. Carling.
Printed for both distribution and sessional papers.
- 7b.** Report of the High Commissioner of Canada, with Reports from Agents in the United Kingdom, for the year 1891. Presented 6th April, 1892, by Hon. J. Carling.
Printed for both distribution and sessional papers.
- 7b.*** Supplementary Report of the High Commissioner of Canada. Presented 29th March, 1892, by Hon. G. E. Foster. *Printed for sessional papers only.*
- 7c.** Report on the production and manufacture of Beet Sugar by William Saunders, Director Dominion Experimental Farms. Presented 4th March, 1892, by Hon. G. E. Foster.
Printed for both distribution and sessional papers.

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- 7d.** Mortuary Statistics of the principal cities and towns of Canada, for the year 1891. Presented 30th May, 1892, by Hon. J. Carling *Printed for both distribution and sessional papers.*
- 7e.** Criminal Statistics for the year 1891..... *Printed for both distribution and sessional papers.*
- 7f.** Reports of the Director and Officers of the Experimental Farms for the year 1891. Presented 5th July, 1892, by Hon. J. Carling.. *Printed for both distribution and sessional papers.*
- 7g.** Second Annual Report of the Dairy Commissioner of Canada, for 1891.
Printed for both distribution and sessional papers.

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- 8.** Annual Report of the Department of Public Works of Canada, for the fiscal year 1890-91. Presented 21st April, 1892, by Hon. J. A. Ouimet *Printed for both distribution and sessional papers.*
- 9.** Annual Report of the Minister of Railways and Canals, for the past fiscal year, from the 1st July, 1890, to the 30th June, 1891. Presented 6th April, 1892, by Hon. J. Haggart.
Printed for both distribution and sessional papers.

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- 9a.** Canal Statistics for Season of Navigation, 1891..... *Printed for both distribution and sessional paper*
- 9b.** Railway Statistics, and Capital, Traffic and Working Expenditure of the Railways of Canada, for 1891. Presented 30th June, 1892, by Hon. J. Haggart.
Printed for both distribution and sessional papers.
- 9c.** Annual Report of the Canals Revenue Branch for 1891.
Printed for both distribution and sessional papers.
- 10.** Twenty-fourth Annual Report of the Department of Marine, for the fiscal year ended 30th June, 1891. Presented 1st April, 1892, by Hon. C. H. Tupper.
Printed for both distribution and sessional papers.
- 10a.** Report of the Chairman of the Board of Steamboat Inspection, etc., for calendar year ended 31st December, 1891 *Printed for both distribution and sessional papers*

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- 11.** Annual Report of the Department of Fisheries, for the year 1891. Presented 2nd June, 1892, by Hon. C. H. Tupper.....*Printed for both distribution and sessional papers.*
- 11a.** Fisheries Statements and Inspectors' Reports for the year 1891.
.....*Printed for both distribution and sessional papers.*
- 12.** Report of the Postmaster General of Canada, for the year ended 30th June, 1891. Presented 13th April, 1892, by Sir A. P. Caron.....*Printed for both distribution and sessional papers.*
- 13.** Annual Report of the Department of the Interior, for the year 1891. Presented 2nd June, 1892, by Hon. E. Dewdney*Printed for both distribution and sessional papers.*
- 13a.** Summary Report of the Geological Survey Department, for the year 1891. Presented 5th May, 1892, by Hon. E. Dewdney.....*Printed for both distribution and sessional papers.*

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- 14.** Annual Report of the Department of Indian Affairs for the year ended 31st December, 1891. Presented 9th March, 1892, by Hon. E. Dewdney...*Printed for both distribution and sessional papers.*
- 15.** Report of the Commissioner of the North-West Mounted Police, 1891. Presented 28th June, 1892, by Hon. E. Dewdney.*Printed for both distribution and sessional papers.*
- 16.** Report of the Secretary of State of Canada for the year ended 31st December, 1891. Presented 9th July, 1892, by Hon. J. C. Patterson.....*Printed for both distribution and sessional papers.*
- 16a.** The Civil Service List of Canada, 1891. Presented 9th July, 1892, by Hon. J. C. Patterson.
.....*Printed for both distribution and sessional papers.*
- 16b.** Report of the Board of Civil Service Examiners for the year ended 31st December, 1891. Presented 1st June, 1892, by Hon. J. C. Patterson... ..*Printed for both distribution and sessional papers.*

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- 16c.** Report of the Royal Commission appointed to investigate the working of the Civil Service Act, and other matters connected with the Civil Service generally. Presented 20th May, 1892, by Sir John Thompson.....*Printed for both distribution and sessional papers.*
- 16d.** Annual Report of the Department of Public Printing and Stationery of Canada, for the year ending 30th June, 1891. Presented 15th June, 1892, by Hon. J. C. Patterson.
.....*Printed for both distribution and sessional papers.*
- 17.** Report of the Joint Librarians of Parliament for the session of 1892, on the state of the Library of Parliament. Presented 25th February, 1892, by Hon. Mr. Speaker—
.....*Printed for sessional papers only.*

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- 18.** Report of the Minister of Justice as to Penitentiaries in Canada for the year ended 30th June, 1891. Presented 23rd March, 1892, by Sir John Thompson.
.....*Printed for both distribution and sessional papers.*
- 19.** Annual Report of the Department of Militia and Defence of Canada, 31st December, 1891. Presented 7th April, 1892, by Hon. M. Bowell.....*Printed for both distribution and sessional papers.*
- 20.** Statement of Governor General's Warrants issued since the closing of parliament and of the expenditure made on them, in accordance with the Consolidated Revenue and Audit Act. Presented 29th February, 1892, by Hon. G. E. Foster.....*Printed for distribution only.*
- 20a.** Return to an address of the House of Commons to his excellency the Governor General, dated 8th March, 1892, for copies of all reports of ministers of the crown upon which any Governor General's warrants have been issued during the recent recess of parliament, and of the orders in council authorizing such issue. Presented 7th April, 1892.—*Mr. Mulock*.....*Not printed.*
- 21.** Report of the Commissioner, Dominion Police, for the year 1891, under Revised Statutes of Canada, chapter 184, section 5. Presented 29th February, 1892, by Sir John Thompson.....*Not printed.*

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- 22.** Statement of expenditure under vote for miscellaneous unforeseen expenses, from July, 1891, to date. Presented 1st March, 1892, by Hon. G. E. Foster..... *Printed for distribution only.*
- 23.** Statement in reference to fishing bounty payments for 1890-91, required by chapter 96 of the Revised Statutes of Canada. Presented 1st March, by Hon. C. H. Tupper. *Printed for sessional papers only.*
- 23a.** Return to an order of the House of Commons, dated 3rd August, 1891, for a return of the names of proprietors to whom licenses have been granted for salmon net fishing on the Restigouche River, in the county of Bonaventure, for 1890 and 1891. Presented 3rd March, 1892—*Mr. Fauvel.*
Not printed.
- 23b.** Draft of proposed regulations for the lobster fishery. Presented 17th March, 1892, by Hon. C. H. Tupper..... *Printed for distribution only.*
- 23c.** Copies of papers relating to the mutual recognition by Canada and Newfoundland of licenses issued to United States fishing vessels, under the *modus vivendi*, and the division of the fees collected by the same. Presented 18th March, 1892, by Hon. C. H. Tupper..... *Printed for sessional papers only.*
- 23d.** Return to an order of the House of Commons, dated 14th March, 1892, for a return showing the quantity, value and kinds of fish, fish oil and fish products imported into Canada from Newfoundland, each year, for past five years; also amount of duty thereon which would have been paid if the duties levied upon similar imports from other countries had been levied. Presented 22nd March, 1892.—*Mr. White (Shelburne).*..... *Printed for sessional papers only.*
- 23e.** Further papers respecting the fisheries on the Atlantic coast, including the separate arrangement proposed to be entered into by Newfoundland with the United States, and also the enforcement by the government of Newfoundland against Canadian vessels of the Newfoundland Bait Act. Presented 30th March, 1892, by Hon. C. H. Tupper..... *Printed for sessional papers only.*
- 23f.** Additional papers respecting the fisheries on the Atlantic coast, including the separate arrangement proposed to be entered into by Newfoundland with the United States, and also the enforcement by the government of Newfoundland against Canadian vessels of the Newfoundland Bait Act. Presented 7th April, 1892, by Hon. C. H. Tupper. *Printed for both distribution and sessional papers.*
- 23g.** Return to an order of the House of Commons, dated 6th April, 1892, for a copy of all correspondence between F. Charlebois, of Byng Inlet, North (Ontario), and the fisheries department concerning the payment of a claim for service performed by the said Charlebois for the said department. Presented 21st April, 1892—*Mr. Laurier.*..... *Not printed.*
- 23h.** Further papers respecting the enforcement against Canadian fishing vessels by the government of Newfoundland of the Newfoundland Act respecting the sale of bait to foreign fishing vessels. Presented 11th May, 1892, by Sir John Thompson..... *Printed for sessional papers only.*
- 23i.** Return to an order of the House of Commons, dated 14th March, 1892, for a return showing the number of Newfoundland vessels and men therein, and number of fixed fishing establishments owned by Newfoundlanders, with number of employees engaged last year in fishing, in whole or in part, within the waters adjacent to Canadian Labrador and Magdalen Islands. Presented 12th May, 1892.—*Mr. White (Shelburne).*..... *Printed for sessional papers only.*
- 23j.** Further papers respecting the enforcement by the Newfoundland authorities against Canadian fishing vessels of the Newfoundland Act respecting the sale of bait to foreign vessels. Presented 20th May, 1892, by Sir John Thompson..... *Printed for sessional papers only.*
- 24.** Return to an address of the House of Commons to his excellency the Governor General, dated 21st April, 1890, for copies of any and all communications that may have passed between the imperial and dominion governments with reference to the abrogation of such articles in the various treaties of commerce between her majesty's government and the government of foreign nations as preclude preferential fiscal treatment of goods of British and colonial production by the government of the dominion. Presented 7th March, 1892.—*Mr. Laurie.*
Printed for both distribution and sessional papers.
- 24a.** Copy of a despatch from the right honourable the secretary of state for the colonies in reply to an address to her majesty praying that her majesty would take such steps as might be necessary to denounce and terminate the provisions contained in the most-favoured nation clauses of the treaties with the German zollverein and the kingdom of Belgium. Presented 22nd April, 1892, by Hon. G. E. Foster..... *Printed for sessional papers only.*

VOLUME 12—*Continued.*

- 25.** Return to an order of the House of Commons, dated 3rd March, 1892, showing the date of the Speaker's warrant, the date of the writ, and the date of the appointment of a returning officer, in the case of election of members to the House of Commons, since the close of last session; also a statement of the causes of delay in reference to any of these matters where delays have taken place. Presented 7th March, 1892.—*Mr. Mills (Bothwell)*. *Not printed.*
- 25a.** Supplementary return to an order of the House of Commons, dated 3rd March, 1892, for a return showing the date of the Speaker's warrant, the date of the writ, and the date of the appointment of a returning officer, in the case of election of members to the House of Commons, since the close of last session; also a statement of the causes of delay in reference to any of these matters where delays have taken place. Presented 3rd June, 1892.—*Mr. Mills (Bothwell)*. *Not printed.*
- 26.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th February, and from the 21st to the 29th February, 1892, and the corresponding periods of 1891. Presented 7th March, 1892, by Hon. G. E. Foster. *Not printed.*
- 26a.** Ten days' statement of the receipts and payments of Canada, from the 1st to the 10th March instant, and the corresponding period of 1891. Presented 15th March, 1892, by Hon. G. E. Foster. *Not printed.*
- 26b.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th of March, instant, and the corresponding period of 1891. Presented 23rd March, 1892, by Hon. G. E. Foster. *Not printed.*
- 26c.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th of April, instant, and the corresponding period of 1891. Presented 22nd April, 1892, by Hon. G. E. Foster. *Not printed.*
- 26d.** Ten days' statement of the receipts and payments of Canada, from the 21st to the 30th of April, ultimo, and the corresponding period of 1891. Presented 4th May, 1892, by Hon. G. E. Foster. *Not printed.*
- 26e.** Ten days' statement of the receipts and payments of Canada, from the 11th to the 20th May, instant, and the corresponding period of 1891. Presented 30th May, 1892, by Hon. G. E. Foster. *Not printed.*
- 26f.** Ten days' statement of the receipts and payments of Canada, from the 21st to the 31st May last, and the corresponding period of 1891. Presented 3rd June, 1892, by Sir John Thompson.— *Not printed.*
- 26g.** Ten days' statement of the receipts and payments of Canada, from the 1st to the 10th June, instant, and the corresponding period of 1891. Presented 27th June, 1892, by Hon. G. E. Foster.— *Not printed.*
- 26h.** Ten days' statement of the receipts and payments of Canada, from the 21st to 31st June last, and the corresponding period of 1891. Presented 9th July, 1892, by Hon. G. E. Foster. *Not printed.*
- 27.** Statement of all superannuations and retiring allowances in the civil service, giving the name and rank of each person superannuated or retired, his salary, age and length of service, his allowance and cause of retirement, whether vacancy has been filled by promotion or new appointment, etc., for year ended 31st December, 1891. Presented 7th March, 1892, by Hon. G. E. Foster.— *Printed for both distribution and sessional papers.*
- 28.** Statement of the affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1891. Presented 9th July, 1892, by Hon. Mr. Speaker. *Not printed.*
- 29.** Return to an address of the Senate to his excellency the Governor General, dated 4th August, 1891, for a statement in detail of the amount of money paid to A. F. Wood, Esq., for services, etc., as commissioner for canals and railways in different places in 1890. Presented 4th March, 1892.—*Hon. Mr. Flint*. *Not printed.*
- 30.** Return to an address of the Senate to his excellency the Governor General, dated 5th June, 1891, for a statement of all receipts in the unorganized territories of Keewatin and the Mackenzie River Basin on account of revenue under the Customs Act or otherwise, for the last three years, and of the expenditure for public purposes during the same period. Presented 4th March, 1892.—*Hon. Mr. Girard*. *Not printed.*

VOLUME 12—*Continued.*

- 31.** List of public officers to whom commissions have issued under chapter 19 of the Revised Statutes of Canada, during the past year, 1891. Presented 10th March, 1892, by Sir John Thompson.—
Printed in No. 16.
- 32.** Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 1891, submitted to the parliament of Canada under section 23, chapter 19, of the Revised Statutes of Canada. Presented 10th March, 1892, by Sir John Thompson.
Not printed.
- 33.** Return to an order of the House of Commons, dated 1st July, 1891, for a return giving : 1. The number of Chinese immigrants that have entered Canada since the date of the last return ordered by the House, specifying : (a). The ports at which said Chinese immigrants were entered ; (b). The amount of duty or head-money collected ; (c). The number that entered by virtue of return certificates ; (d). The number of return certificates issued during the same period, and the number of Chinese that during the same period passed through Canada in bond to destinations out of Canada. 2. The number that entered Canada as belonging to the diplomatic or consular service of China. 3. The number of Chinese that entered Canada during the same period, either as tourists, men of science, students or merchants. 4. Copies of all correspondence, if any, between the imperial government and this government, or between this government and the government of China, if any, or between the government of British Columbia and this government, or with any labour organization, or with any company, corporation or person, having reference to the Chinese Restriction Act or suggesting amendments to the same. Presented 10th March, 1892.—*Mr. Gordon.*
Not printed.
- 34.** Return under resolution of the 20th February, 1882, in so far as the same is furnished by the department of interior, respecting the Canadian Pacific Railway Company. Presented 11th March, 1892, by Hon. E. Dewdney.....*Printed for sessional papers only.*
- 34a.** List of lands sold by the Canadian Pacific Railway Company from the 1st October, 1890, to the 1st October, 1891. Presented 6th April, 1892, by Hon. J. Haggart*Not printed.*
- 35.** Return to an order of the House of Commons, dated 13th July, 1891, for a return of all letters, correspondence, petitions and papers, not otherwise brought down, between all persons in the department of marine and fisheries relating to sawdust in the LaHave River, Lunenburg County, N.S., with the object of having the river relieved from the operation of the said act. Also a list of rivers and streams exempted from the operations of the act, and a return of all letters, correspondence, petitions and papers between all persons and the department of marine and fisheries relating to such exemptions. Presented 14th March, 1892.—*Mr. Kaubach and Mr. Flint.*.....*Not printed.*
- 36.** Return of orders in council relating to the department of the interior, in accordance with sub-clause (d) of section 38 of the Regulations for the Survey, Administration, Disposal and Management of Dominion Lands, within the 40 mile Railway Belt, in the province of British Columbia. Presented 15th March, 1892, by Hon. E. Dewdney.....*Printed for sessional papers only.*
- 36a.** Return of orders in council relating to the department of the interior, in accordance with clause 91 of the Dominion Lands Act, chapter 54, Revised Statutes of Canada. Presented 15th March, 1892, by Hon. E. Dewdney*Printed for sessional papers only.*
- 37.** Copies of documents relating to the negotiations at the conference recently held at Washington, between the delegates from the Canadian government and the secretary of state of the United States, respecting the extension and development of trade between the United States and Canada, and other matters. Presented 16th March, 1892, by Sir John Thompson.
Printed for both distribution and sessional papers.
- 38.** Statements of the quantity of pig iron manufactured in Canada, upon which bounties are claimed, the names of claimants and the amount paid in each case. Presented 16th March, 1892, by Hon. M. Bowell.....*Printed for sessional papers only.*
- 39.** Return to an address of the Senate to his excellency the Governor General, dated 3rd March, 1892, praying that his excellency will cause to be laid before this House, a copy of the resignation, by the Honourable John Carling, Minister of Agriculture, of the seat in the Senate occupied by him at close of the last session of parliament. Presented 17th March, 1892.—*Hon. Mr. Power.*—
Not printed.

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- 40.** Return to an order of the House of Commons, dated 5th May, 1891, for copy of all correspondence between the government or the postmaster general's department with Mr. Andrew Allan or any other parties, for the conveyance of the mails between Canada and the United Kingdom. Presented 18th March, 1892.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 41.** Return (in part) to an order of the House of Commons, dated 14th March, 1892, for copies of all the original lists and papers, including all declarations, notices of appeal, objections to preliminary lists, and relating to all other proceedings, now in the possession of the revising barrister or the clerk of the crown in chancery, in any way affecting the voters' lists for the electoral division of the county of Lennox as settled by the revision of 1891, together with a certified copy of the revised voters' list of 1891 furnished by the revising barrister to the returning officer. Presented 21st March, 1892.—*Mr. Wilson (Lennox)*..... *Not printed.*
- 41a.** Return to an address of the House of Commons to his excellency the Governor General of the 21st March, 1892, for: 1. Copies of the judgment given by the revising officer on objections taken to the names of Lewis Allin, S. F. Glass and James P. Moore and 226 others on the voters' list of the city of London, province of Ontario, and which 229 names were subsequently struck off the said voters' list, by the revising officer, on the hearing of the objections, but which were nevertheless printed on the said voters' list is the subject of an appeal, together with copies of the notices of objection to such names and copies of the evidence taken before and decision given by the revising officer on each such name. 2. Copies of all proceedings in appeal taken to the county court judge from the judgment of the revising officer on any or all of such cases, together with any judgment or decision given by such county court judge thereon. 3. Copies of the judgment of the Queen's bench division, high court of justice, Ontario, in the matter of an application to said court for a mandamus to said revising officer in respect of the said votes or any of them, together with copies of the judgment of the court of appeal (Ontario) in respect of the same matter. Presented 11th April, 1892.—*Mr. Sutherland*..... *Not printed.*
- 41b.** Supplementary return to an order of the House of Commons, dated 14th March, 1892, for copies of all the original lists and papers, including all declarations, notices of appeal, objections to preliminary lists, and relating to all other proceedings, now in the possession of the revising barrister or the clerk of the crown in chancery, in any way affecting the voters' lists for the electoral division of the county of Lennox as settled by the revision of 1891, together with a certified copy of the revised voters' list of 1891 furnished by the revising barrister to the returning officer. Presented 21st April, 1892.—*Mr. Wilson*..... *Not printed.*
- 41c.** Return to an order of the House of Commons, dated 9th May, 1892, for a return showing the number of voters in the several electoral districts of the province of British Columbia, and the number of voters in each polling district of the electoral district. Presented 12th May, 1892.—*Mr. Mara*..... *Not printed.*
- 42.** Return to an address of the House of Commons to his excellency the Governor General, dated 17th March, 1892, for a return of the proceedings had at the trial of the recent election petition relating to the election of a member for the electoral district of the county of Welland, together with the findings of the judges who tried the said petition upon the same, and of all evidence taken thereat; also a certified copy of the case and factums filed upon the appeal from such findings or any of them with the registrar of the Supreme Court of Canada. Also a copy of any report and communication made to Mr. Speaker by the said judges in reference to the said petition. Presented 22nd March, 1892.—*Mr. Tisdale*..... *Not printed.*
- 43.** Return to an order of the House of Commons, dated 7th March, 1892, for a return, in the form used in the statements usually published in the *Gazette*, of the exports and imports from the 1st day of July, 1891, to the 1st day of March, 1892, distinguishing the products of Canada from those of other countries; and comparative statements from the 1st day of July, 1890, to the 1st day of March, 1891. Presented 22nd March, 1892.—*Mr. Sutherland*..... *Not printed.*
- 44.** Return to an order of the House of Commons, dated the 9th March, 1892, for a return showing the total quantity of Canadian flour exported to Newfoundland in each of the years 1890 and 1891; the law and regulations of the Newfoundland Government relating to the importation into that colony of flour; the total quantities of Canadian cattle, beef, pork, hogs and cheese exported to Newfoundland in each of the years 1890 and 1891. Presented 22nd March, 1892.—*Mr. Hughes*..... *Not printed.*

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45. Supplementary return to an order of the House of Commons, dated 17th March, 1890, for a return of all correspondence, memorials and agreements between the government and the Temperance Colonization Company, together with correspondence of settlers, employees and members of the company, relative to the operations of the said company. Presented 23rd March, 1892.—*Mr. Wallace*.....*Not printed.*
46. Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1892, for a copy of the judgment of the Supreme Court in the appealed case of *Barrett vs. the City of Winnipeg*, commonly known as the "Manitoba School Case." Presented 23rd March, 1892.—*Mr. LaRivière*.....*Printed for both distribution and sessional papers.*
47. Report of the Commissioners appointed to consider the advisability of extending the Trent Valley Canal, and to what extent. Presented 24th March, 1892, by Hon. J. Haggart.
Printed for both distribution and sessional papers.
- 47a. Return to an address of the House of Commons to his excellency the Governor General, dated 10th March, 1892, for a return of all tenders received by the department of railways and canals for sections 11, 12 and 13 of the proposed Soulanges Canal. Such return to comprise : (a) The aggregate amount of each tender ; (b) The quantity of each class of work in the schedules of each section ; (c) The amount of each tender in detail as "moneyed out" by the product of the quantity and price of each item ; (d) Copies of all reports to, and orders in council relative to said tenders ; (e) Copies of all reports of engineers on each of said sections ; (f) Copies in detail of all estimates of engineers on each section, showing quantity, price and amount of each class of work in schedule ; (g) Copies of all correspondence relative to said tenders. Presented 9th May, 1892.—*Mr. Sutherland*.....*Not printed.*
- 47b. Return to an order of the House of Commons, dated 17th March, 1892, for copies of engineers' reports which led to the building of the Beauharnois Canal ; of engineers' reports in favour of the building of the Soulanges Canal, and of reports, letters, etc., from engineers, masters or pilots, objecting to the building of the canal at Soulanges. Presented 9th May, 1892.—*Mr. Bergeron*....*Not printed.*
48. Return to an order of the House of Commons, dated 17th June, 1891, for a return of all payments and cost of construction of the New Carlisle wharf, including amount paid to the crown lands department and owners of timber limits in the county of Bonaventure, for timber used on the said works. Presented 31st March, 1892.—*Mr. Fauvel*.....*Not printed.*
- 48a. Return to an order of the House of Commons, dated 20th July, 1891, for : 1. A detailed statement of work done on the wharves at Longueuil and Boucherville, in the county of Chambly, since the commencement of the said works in 1886. 2. A detailed statement of the several sums expended by the government in connection with the said works, showing the names of persons to whom such several sums were paid, and why and under what arrangement or contract such payments were made. 3. Copies of all reports of engineers on the said wharves, and of the estimates, and also of all letters addressed to the department of public works in relation to the said works. Presented 13th April, 1892.—*Mr. Beausoleil*.....*Not printed.*
49. Copy of a report of a committee of the privy council, appointed to investigate and report upon the cases of irregularity in the civil service as developed in the public accounts committee, etc. Presented 31st March, 1892, by Hon. G. E. Foster.....*Printed for sessional papers only.*
50. Return to an order of the House of Commons, dated 23rd March, 1892, for a return showing the number of cows kept at the Central Experimental Farm between the first day of January, 1891, and the first day of January, 1892. The number of cows of each of the different breeds ; the quantity of milk given by each cow ; the quantity of milk to make a pound of butter ; the quantity of milk sold ; the quantity of butter sold ; where sold, and the prices obtained each month ; the kinds of food given and the value of the same. Presented 31st March, 1892.—*Mr. McMillan (Huron)*.
Not printed.
- 50a. Return to an order of the House of Commons, dated 30th March, 1892, for a statement showing : 1. The number and location of the several experimental farms. 2. The amount expended on each of them since the date of its establishment. 3. The name of each and every employee of each farm, and a statement of the salary and of any other emoluments received from the government by each of them. Presented 2nd June, 1892.—*Mr. Frémont*.....*Not printed.*

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51. Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all papers, correspondence and documents, together with reports of the minister of justice and order in council relating to the disallowance of an act passed by the local legislature of the province of Manitoba, on the 31st day of March, 1890, intituled: "An Act respecting the Diseases of Animals." Presented 31st March, 1892.—*Mr. Watson* . . . *Not printed.*
52. Return to an address of the House of Commons to his excellency the Governor General, dated 27th May, 1891, for copies of all papers, correspondence and documents, together with the report of the minister of justice and order in council relative to the disallowing an act passed by the legislature of the province of Manitoba, on the 31st March, 1890, intituled: "An Act to authorize companies, institutions or corporations incorporated out of this province to transact business therein." Presented 31st March, 1892.—*Mr. Watson* . . . *Not printed.*
53. Return to an order of the House of Commons, dated 21st March, 1892, for a return showing the quantities of each of the following classes of pork and hog products imported into Canada from the United States, in each of the years 1888-89, 1889-90 and 1890-91; with the value thereof and amounts of duty and rates levied thereon: Bacon and hams, shoulders and sides; lard, tried or rendered; lard, untried; pork; pork barrelled in brine, made from the sides of heavy hogs, after the hams and shoulders are cut off, and containing not more than sixteen pieces to the barrel of two hundred pounds weight; pork, imported in the carcass for exportation. Presented 31st March, 1892.—*Mr. Hughes* . . . *Not printed.*
54. Return to an order of the House of Commons, dated 21st March, 1892, for a return showing the quantity of the shipments in the following lines from Canada, from 30th June, 1891, to 31st December, 1891, and the country to which shipped: The number of horses of all kinds; the number of sheep; the quantity of eggs; the number of bushels of barley; the quantity of malt; the number of tons of hay; the number of bushels of potatoes; giving the quantity shipped to each country, and the total shipments in the several lines. Presented 31st March, 1892.—*Mr. McMullen* . . . *Not printed.*
55. Return to an order of the House of Commons, dated 21st March, 1892, for a return showing the quantities of beef salted in barrels; dried or salted meats and meats preserved in any other way than salted or pickled; other meats fresh or salted, n. e. s.; butter, cheese and horses imported into Canada from the United States in each of the three years 1888-89, 1889-90 and 1890-91; with the values thereof and rates of duty thereon. Presented 31st March, 1892.—*Mr. Hughes* . . . *Not printed.*
56. General Order No. 86 of the Supreme Court of Canada. Presented 1st April, 1892, by Sir John Thompson . . . *Printed for sessional papers only.*
57. Return to an order of the House of Commons, dated 17th March, 1892, for a statement showing the amount of money expended by the government of Canada in the years 1890-91 on piers, breakwaters, etc., in Prince County, Prince Edward Island; the amount expended on each of these works, the work let by contract and to whom let; also showing the total amount voted during said years and the amount not expended. Presented 5th April, 1892.—*Mr. Perry* . . . *Not printed.*
58. Return to an order of the House of Commons, dated 7th March, 1892, for a statement showing the number of petitions for prohibition presented to the House of Commons during the session of 1891: 1. Total number of petitions presented. 2. Total number of signatures to these petitions. 3. Number of (1) petitions; (2) signatures: (a) presbyterian church; (b) methodist church; (c) baptist church (separate figures for free baptists); (d) episcopal church or church of England; (e) salvation army. 4. Number of (1) petitions; (2) signatures from each province and each territory; name and figures for each province and each territory separately. 5. Number of separate petitions from churches, courts and temperance societies, or any other bodies signed by officials, giving name of church, court, temperance society, etc., sending such petitions, with number of signatures. Presented 7th April, 1892.—*Mr. Fraser* . . . *Printed for sessional papers only.*
59. Return to an order of the House of Commons, dated 30th March, 1892, for a return showing: 1. The corps of the active militia of Canada that have been drilled (a) annually, (b) biennially, and (c) triennially, in the period 1889-1891, inclusive. 2. The number of qualified combatant officers in in each corps. 3. The number of provisionally appointed officers in each corps, specifying those whose period for qualification has expired. 4. The name, length of service and age of each commanding officer upwards of sixty years of age. 5. The actual strength of, and number of enlistments in, during the year 1891, each of the permanent corps located in Ontario, Quebec and New Brunswick. Presented 7th April, 1892.—*Mr. Hughes* . . . *Not printed.*

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60. Communication and petition from the Quebec Board of Trade concerning the abolition of all dues collected on tonnage in the port of Quebec, etc. Presented 11th April, 1892, by Hon. C. H. Tupper..... *Not printed.*
- 60a. Copy of certain resolutions passed at a meeting of the Halifax Board of Trade relative to the hostile legislative enactments between the Governments of Newfoundland and Canada, the desirability of arranging, if possible, a *modus vivendi*, under the terms of which the hostile tariffs and enactments of both countries should be held in abeyance, until sufficient time be given to enable diplomatic conferences to adjust the whole difficulty, etc. Presented 21st April, 1892, by Hon. C. H. Tupper... .. *Not printed.*
61. Return to an order of the House of Commons, dated 29th February, 1892, for a detailed statement showing: 1. Traffic at Mulgrave Station for the six months ending 31st December, 1890 and 1891; also for the months of January, 1891 and 1892. The return to include sale of tickets, freight received and freight sent. 2. The number of staff employed during the said month, salaries paid and amount paid for extra labour, with the names of staff and extra labour employed. 3. Return of work done by shunting engine during said periods, and the number of men employed in shunting, and the cost. 4. If there is a yard-master at said station, when he was appointed, whether he has an assistant, and, if so, when such assistant was appointed and what pay each receives. 5. The number of men employed in the scow at the said station, their names, and whether they are paid by the hour or by the day and at what rate. Presented 13th April, 1892.—*Mr. Fraser. Not printed.*
- 61a. Return to an order of the House of Commons, dated 4th April, 1892, for copies of all reports and correspondence between the department of railways and canals and the superintendents of the different services of the Intercolonial Railway, in reference to an accident to a train at Truro, in charge of Conductor H. D. Archibald, and his subsequent dismissal. Presented 11th May, 1892.—*Mr. Patterson (Colchester)* *Not printed.*
- 61b. Return to an order of the House of Commons, dated 2nd May, 1892, for a return showing the amount of additional property purchased on or adjacent to government railways for increased accommodation or other purposes; the quantity purchased or paid for within the period from the 1st of July, 1891, to the 1st of April, 1892; the party from whom purchased; the price paid; the purpose for which the property is used or is to be used. Presented 11th May, 1892.—*Mr. McMullen*..... *Not printed.*
- 61c. Return to an Order of the House of Commons, dated 13th of April, 1892, for a return containing a statement of the expenditure out of income made for permanent improvements, extensions, additions and betterments, exclusive of works of ordinary maintenance and renewals, on account of the Intercolonial Railway from 30th June, 1881, to 1st July, 1891. The return to show such expenditure in summary form for each branch of service as nearly as can be conveniently ascertained from the accounts. Presented 25th May, 1892.—*Mr. McDougald (Pictou).*
- Printed for sessional papers only.*
- 61d. Return to an order of the House of Commons, dated 9th May, 1892, for a return showing: 1. Tariffs in force on live stock on the Intercolonial Railway, and all changes in same during last five years. 2. Number of cattle shipped from Sackville, Nappan, Aulac and Amherst stations each year, with destination, distinguishing between car load lots and less than car load lots. Presented 9th June, 1892.—*Mr. Wood (Westmoreland)*..... *Not printed.*
- 61e. Return to an order of the House of Commons, dated 23rd March, 1892, for copies of all evidence taken at an inquiry held at Lévis, in the month of February, 1892, respecting the discharge of Michael Quinn, a permanent employee in the shops of the Intercolonial Railway at Hadlow, Lévis; and of all correspondence between Alfred Drake, Chief Mechanical Engineer for the said railway at Hadlow, and the railway officials at Moncton, in relation to the dismissal of the said Michael Quinn. Presented 5th July, 1892.—*Mr. Guay*..... *Not printed.*
62. Return to an order of the House of Commons, dated 30th March, 1892, for copies of all petitions, correspondence, letters, telegrams and memoranda received since 1887, asking for or referring to the subsidizing of the Annapolis and Atlantic Railway Company or a line of railway from Liverpool and Shelburne to Annapolis, passing through Caledonia. Presented 13th April, 1892.—*Mr. Forbes*..... *Not printed.*
63. Return to an order of the House of Commons, dated 28th March, 1892, for a return of all petitions of boards of trade, railway companies, and documents generally, concerning the construction of a new bridge across the Lachine Canal at Montreal. Presented 13th April, 1892.—*Mr. Curran.*
- Not printed.*

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- 63a.** Return to an order of the House of Commons, dated 11th May, 1892, for copies of all documents, memorials and correspondence between the government and the corporation and board of trade of the town of Sorel and other persons, respecting the granting of a subsidy for the construction of a bridge on the Richelieu River to connect the town of Sorel with the Montreal and Sorel Railway. Presented 25th May, 1892.—*Mr. Bruneau*..... *Not printed.*
- 64.** Return to an order of the House of Commons, dated 23rd March, 1892, for copies of correspondence exchanged between the government and the postmaster of St. Césaire, county of Rouville, or any other person, with reference to deposits of money to be made by the said postmaster. Presented 19th April, 1892.—*Mr. Brodeur*..... *Not printed.*
- 65.** Return to an order of the House of Commons, dated 18th June, 1891, for a return showing the amount of money expended, and the year of expenditure, in each electoral district since confederation, under the following heads: 1. Public buildings. 2. Harbours and rivers. 3. Roads and bridges. Presented 26th April, 1892.—*Mr. Landerkin*..... *Printed for sessional papers only.*
- 66.** Return to an order of the House Commons, dated 1st July, 1891, for a return of all correspondence, telegrams, letters, reports, estimates and other documents relating to the surveys for, and construction and cost of a sub-marine tunnel between Prince Edward Island and the mainland. Presented 27th April, 1892.—*Mr. Davies*..... *Not printed*
- 66a.** Return to an order of the House of Commons, dated 23rd March, 1892, for all correspondence, reports, etc., which may have taken place between the government of Canada and Sir Douglas Fox, or any other engineer, since the 1st day of September, 1891, having reference to building a tunnel from Prince Edward Island to the mainland across the Straits of Northumberland. Presented 3rd May, 1892.—*Mr. Perry*..... *Printed for sessional papers only.*
- 67.** Return to an order of the House of Commons, dated 9th March, 1892, that a map of the Dominion be laid upon the table showing the boundaries of townships, counties and electoral divisions in each province, and the number of votes polled in each township for each candidate at the general election in March, 1891. Presented 27th April, 1892.—*Mr. Mills (Bothwell)*..... *Not printed.*
- 68.** Return to an address of the House of Commons to his excellency the Governor General, dated 14th March, 1892, for copies of all correspondence between the government of Canada or any member thereof, and the British government, or between the government of Canada and any person or persons, relating to the admission of live cattle from the United States. Also for copies of all orders in council relating to the same. Presented 29th April, 1892.—*Mr. Somerville*.
Printed for sessional papers only.
- 69.** Return to an order of the House of Commons, dated 14th March, 1892, for a return of copies of all tenders received for engraving and printing since 1882, and of all contracts entered into for the same, including the contract beginning in this present year; also all correspondence relating to the subject since 1882. Presented 3rd May, 1892.—*Mr. Somerville*..... *Not printed.*
- 70.** Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1892, for a return of all correspondence, telegrams or other documents between the government of Canada and the imperial government or the government of Newfoundland, or between any member or representative of either of such governments respecting the admission of Newfoundland into the dominion of Canada; including all correspondence or telegrams to and from the high commissioner on the subject; and all reports to and minutes of council thereon. Also copies of any terms or offers which may have been submitted to the government of Newfoundland or any member thereof, with respect to the admission of that island into the dominion. Presented 4th May, 1892.—*Mr. Davies*..... *Printed for sessional papers only.*
- 71.** Return to an address of the House of Commons to his excellency the Governor General, dated 10th March, 1892, for copies of all correspondence, memorials, departmental orders, and orders in council respecting the north-western, northern and eastern boundaries of the province of Quebec, received or passed during the last five years and not already laid before this House, together with all the reports of surveys or explorations ordered thereon by the government of Canada during the same period. Presented 5th May, 1892.—*Sir H. Langevin*.
Printed for sessional papers only.
- 72.** Return to an address of the House of Commons to his excellency the Governor General, dated 9th May, 1892, for a copy of the instructions appended to commission of the lieutenant governors of the provinces of Canada. Presented 9th May, 1892.—*Mr. Laurier*..... *Not printed.*

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- 73.** Return to an order of the House of Commons, dated 14th March, 1892, for a return of all correspondence, engineers' reports, petitions or other documents relating to the survey or deepening of the channel of the Galops Rapids, and for a statement of the work performed by the chain tug "Iroquois," owned by the government, and of the services performed by one John Stitt, in connection with said tug. Presented 9th May, 1892.—*Mr. Somerville*.....*Not printed.*
- 73a.** Return to an order of the House of Commons, dated 11th March, 1892, for a return of all surveys, plans, specifications, contracts, reports and papers connected with the new channel in the Galops Rapids. 2. All reports of engineers as to the striking of steamer "Traveller" in Galops Rapids, in October, 1889. 3. All reports from any steamboat captain who may have reported as to the state of said channel. 4. Statement of cost of investigation by engineers in 1891. 5. Reports from engineers sent to investigate said channel in 1891. 6. Copies of evidence given as to the depth, quantities, etc. Presented 30th May, 1892.—*Mr. Reid*.....*Not printed.*
- 74.** Return to an address of the House of Commons to his excellency the Governor General, dated 4th April, 1892, for copies of the original letters patent of incorporation of the Dominion Cotton Mills Company (Limited), and of the supplementary letters patent increasing the capital stock of the said company from \$100,000 to \$5,000,000, and copies of all correspondence, petitions, statements and evidence submitted to the government in support of the issue of such supplementary letters patent. And also for copies of the original letters patent incorporating the Canadian Coloured Cotton Mills Company (Limited), and of the supplementary letters patent increasing the capital stock of the said company from \$100,000 to \$5,000,000, and copies of all correspondence, petitions, statements and evidence submitted to the government in support of the issue of said supplementary letters patent. Presented 9th May, 1892.—*Mr. Edgar*.....*Not printed.*
- 75.** Return to an order of the House of Commons, dated 2nd May, 1892, for all correspondence concerning the appointment of Mr. W. H. Ingram as Collector of Customs at St. Thomas, Ont. Presented 10th May, 1892.—*Mr. Casey*.....*Not printed.*
- 76.** Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892, for copies of all correspondence, memorials and documents exchanged between the government, or any member thereof, and any persons, companies or corporations as to the propriety or advisability of relieving or recouping the county of Pontiac railway indebtedness. Presented 11th May, 1892.—*Mr. Murray*.....*Not printed.*
- 77.** Return to an order of the House of Commons, dated 2nd May, 1892, for a detailed copy of the certificate of acting chief engineer that \$32,000 paid to Bancroft & Connolly was done in addition to all previous certificates on Kingston Graving Dock, as mentioned in Auditor General's Report, page C—119. Presented 12th May, 1892.—*Mr. Gibson*.....*Not printed.*
- 78.** Return to an order of the House of Commons, dated 14th March, 1892, for : 1. Copy of the circular issued on the 10th June, 1891, by the department of marine, relative to sick mariners' duties in Canada. 2. A list of persons to whom such circular was addressed. 3. Copy of all answers received. Presented 16th May, 1892.—*Mr. Laurier*.....*Not printed.*
- 79.** Report of the Royal Commission appointed to investigate the working of Civil Service Act, and other matters connected with the Civil Service generally. Presented 20th May, 1892, by Sir John Thompson.....*See No. 16c.*
- 80.** Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892, for a return stating, for the last year (1891) : 1. The number of applications which were made to the railway committee of the privy council for an adjudication, order or direction respecting any of the matters or things which, under the provisions of the Railway Act, the railway committee had power or authority to deal with. 2. Showing in general terms the nature of the application. 3. The names of the members of the honourable the privy council who (a) Heard each of the applications ; (b) Who were present at any one or more adjourned hearings thereof, and at the final adjudication thereof ; (c) In cases in which adjournments took place, the dates of hearing, and subsequent adjournment or adjournments of final adjudication. 4. Statement showing how each of said applications was disposed of, viz. : Granted or refused, or partially granted. Presented 25th May, 1892.—*Mr. McCarthy*.....*Not printed.*
- 80a.** Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892 : 1. For a statement of all applications or complaints made to the railway committee of the privy council respecting the matters or things referred to in sub-sections (k), (l), (m), (n) and

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(p) of clause eleven of the Railway Act. 2. By or against whom such complaints were made. 3. The manner in which the same were dealt with or disposed of. Presented 25th May, 1892.—*Mr. McCarthy*.....*Not printed.*

- 81.**—(1891.) Return to an address of the House of Commons to his excellency the Governor General, dated 3rd June, 1891, for copies of all correspondence between the imperial government and the government of Canada, on the subject of the copyright laws of Canada, and all other papers relating thereto, not already brought down. Presented 24th August, 1891.—*Mr. Edgar*.

Printed for sessional papers only.

- 81.** Return (in part) to an order of the House of Commons, dated 23rd March, 1892, for a return showing which of the dominion buildings in Canada are lighted by electricity; the respective system used in each such building, whether arc or incandescent; the number of sixteen candle-power lamps or their equivalents used in each such building; the cost per lamp of sixteen candle power or equivalent in each building; and the average annual cost for lighting each such building. Also showing in what buildings the plants are owned and maintained by the government, and in cases where not so owned and maintained, from whom the current is obtained or supplied, and whether from central station or private parties; also whether in cases of leased currents the renewal lamps are supplied at government expense, and if so, in what buildings and at what annual cost; also the names of the parties contracting to light any of such buildings, with the names of the buildings, and the dates and duration of each such contract. Also showing which of the public buildings of the dominion are lighted with gas, and the annual cost of lighting each such building. Presented 25th May, 1892 *Not printed.*

- 82.** Return to an order of the House of Commons, dated 2nd May, 1892, for a return giving all papers, letters, petitions, applications and every other document relating to the dismissal of the postmaster of Eugenia, and the appointment of his successor. Presented 30th May, 1892.—*Mr. Landerkin*—*Not printed.*

- 83.** Return to an order of the House of Commons, dated 16th May, 1892, for a return showing the names of the mail conductors superannuated, their number of years of service, the salary given to each of them during the last year of service, and also the names of those who have had several years added to their period of service. Presented 30th May, 1892.—*Mr. Brodeur*.....*Not printed.*

- 84.** Return to an order of the House of Commons, dated 1st March, 1892, for a return showing the number of royal commissions that have been issued in each and every year since confederation, and to whom issued, together with the subject inquired into, giving the cost of each and the total cost of all. Presented 1st June, 1892.—*Mr. Landerkin*.....*Printed for sessional papers only.*

- 84a.** Supplementary return to an order of the House of Commons, dated 1st March, 1892, for a return showing the number of royal commissions that have been issued in each and every year since confederation, and to whom issued, together with the subject inquired into, giving the cost of each and the total cost of all. Presented 9th June, 1892.—*Mr. Landerkin*.—

Printed for sessional papers only.

- 85.** Statement of number of hours of setting upon the daily Senate *Hansard*, and number of ems set, including corrections, up to 20th May. Presented 2nd June, 1892, by Hon. Sir J. C. Abbott.—

Not printed.

- 86.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1892, for a copy of the petition presented and filed in the supreme court of Nova Scotia, under the Dominion Controverted Elections Act, against the election and return of Joseph A. Gillies, for the county of Richmond, Nova Scotia, at the general election holden on the 5th March, 1891; together with the dates of filing and service of such petition; and also all papers and documents in connection with the following proceedings in the supreme court of Nova Scotia: 1. Application to the honourable the chief justice extending the time for setting the petition down for trial. 2. Application to set the petition down for trial returnable before the Honourable Mr. Justice Weatherbe, and the Honourable Mr. Justice Graham, but heard by the Honourable Judge Weatherbe, sitting alone, on the 19th day of November, 1891. 3. The order made by the said Judge Weatherbe, sitting alone, for the trial of the said petition, fixing the 8th of December, 1891, the date for said trial. 4. The notice of appeal, dated 28th November, 1891, from this decision of the Honourable Judge Weatherbe, to the supreme court of Nova Scotia, the grounds of appeal being as follows: (a) Because there was no jurisdiction to make said order, or the portion

VOLUME 12—Continued.

thereof extending time; (b) Because six months had elapsed since the presentation of the petition; (c) Because the time and place of trial were not fixed within six months from the presentation of the petition; (d) Because the extension of time granted by said order was not made on application for that purpose, supported by affidavits, and it does not appear from such order, and it was not made to appear when the same was made, that the requirements of justice rendered such enlargement necessary; (e) Because the respondent had no notice of any application to extend the time for the commencement of the trial herein; (f) Because one judge has no jurisdiction to fix the time and place of trial; (g) Because the trial of the petition cannot be commenced during the term of the court at which the judges assigned to try the said petition are bound to sit. 5. The notice of motion on said appeal for the 3rd day of December, 1891. 6. The appointment by the Honourable Judge Weatherbe, then senior judge, for a hearing before the supreme court on the said 3rd day of December, 1891. 7. The postponement of this hearing until a later day. 8. The judgment of the supreme court upon this case. 9. The rule of the supreme court, dated the 19th day of December, 1891, setting aside the order of the Honourable Judge Weatherbe fixing the date of the trial of said petition. 10. The date on which the Honourable Judge Weatherbe and the Honourable Judge Graham received a copy of the order of the supreme court setting aside the said order of Judge Weatherbe for trial. 11. The date on which the said judges reported to the Honourable the Speaker of the House of Commons that the said petition had been heard by them, and that they had declared the election of the said Joseph A. Gillies void, and his seat in parliament vacant. 12. The date upon which application was made to the Honourable Judge Weatherbe to defer the decision in the petition pending the decision of the supreme court of Nova Scotia on the question of jurisdiction, and the refusal of this application. Also copies of the several petitions presented and filed in the supreme court of Nova Scotia under the Dominion Controverted Elections Act, against the election and return of Hon. Sir John Thompson, Hon. C. H. Tupper, Mr. C. E. Kaulbach, Mr. J. B. Mills, Mr. N. W. White and Mr. Hugh Cameron, for six of the several counties of the province of Nova Scotia, at the general election held on the 5th March, 1891. Also all papers and documents in connection with the various proceedings in the said cases in the supreme court of Nova Scotia. Presented 3rd June, 1892.—*Mr. Gillies and Mr. Forbes.*

Not printed.

87. Return to an address of the House of Commons to his excellency the Governor General, dated 30th March, 1892, for copies of all accounts, claims and certificates presented and transmitted (from 1st July, 1885, to this day) to the dominion government, by each of the judges of the superior court for the province of Quebec, in his capacity as such, for all travelling expenses and hotel expenses, in any place other than that in which such judge had orders to reside, or did in fact reside, either for sitting or for acting therein, or for holding therein (in such capacity) any court in civil, criminal or other matters; together with a detailed statement of the several sums paid in conformity with such accounts, claims and certificates. Presented 3rd June, 1892.—*Mr. Flint.*

Not printed.

88. Further supplementary return to an address of the Senate, to his excellency the Governor General, dated 14th September, 1891, for all correspondence between his excellency the Governor General and the Lieutenant Governor of the province of Quebec, in connection with the Baie des Chaleurs Railway, and all other papers and correspondence in the possession of the government on that subject. Presented 31st May, 1892.—*Hon. Mr. Miller*.....*Not printed.*

89. Return to an order of the House of Commons, dated 25th April, 1892, for a return of the amount of crude cotton-seed oil imported into Canada during the year 1891; also the amount of refined cotton-seed oil imported into Canada during the year 1891. Presented 7th June, 1892.—*Mr. McKay.*

Not printed.

90. Return to an address of the Senate to his excellency the Governor General, dated 5th May, 1892, for copies of all letters, communications and reports in the possession of the government, having relation to the fixing of a standard of time, and which have been received subsequent to May, 1891. Presented 14th June, 1892.—*Hon. Mr. Sullivan*.....*Not printed.*

91. Return to an order of the House of Commons, dated 10th June, 1892, for a copy of the Reports of the British Farm Delegates, Messrs. McQueen and Davey, on the Maritime Provinces. Presented 15th June, 1892.—*Mr. McMillan (Huron)*.....*Not printed.*

92. Return to an order of the House of Commons, dated 15th June, 1892, for a copy of the minutes of the evidence taken at the trial, under the Dominion Controverted Elections Act, of the case of A. Sturton *et al*, petitioners, vs. P. V. Savard, defendant, in relation to the election for the counties of Chicoutimi and Saguenay, in the year 1891. Presented 15th June, 1892.—*Sir John Thompson.*

Not printed.

VOLUME 12—*Continued.*

- 93.** Return to an order of the House of Commons, dated 18th June, 1891, for copies of all papers and correspondence in the department of marine and fisheries, relating to the saving of the lives of part of the crew of H.M.S. "Lily," wrecked on the coast of Labrador, in September, 1889. Presented 17th June, 1892.—*Mr. Edgar*..... *Not printed.*
- 94.** Return to an address of the House of Commons to his excellency the Governor General, dated 10th August, 1891, for copies of all orders in council, memorials, correspondence and documents respecting the rock-slide from the citadel at Quebec, on the 19th September, 1889. Presented 24th June, 1892.—*Mr. Frémont*..... *Not printed.*
- 95.** Return to an order of the House of Commons, dated 4th April, 1892, for : 1. Return of all correspondence, papers, complaints or memoranda of any kind in relation to "The Temperance Colonization Society," received since or not included in a return furnished the House in 1890. 2. List of all stockholders of the company, 1st May, 1885, with amounts paid on calls of the shares, whether in cash, land credits, or otherwise, each year to date, stating what shares were forfeited, when and why. 3. List of stockholders at date of return, showing when they became such, with dates and amount of shares purchased, with price per share. (a) Number of calls on all shares, with details, dates, etc. 4. Amount earned in fees by directors each year to date. 5. Amount of money invested each year, and in what. (a) Total amount received on account of scrip and land sales to date. 6. List of scrip holders, with post office address, who purchased from the company (scrip issued) prior to 1st June, 1882, and since that date, giving date of issue, amount of land purchased by each, price per acre, amount paid thereon to date; showing if cancelled, when and on what conditions. 7. List of all other contracts for purchase of land issued, whether exchanged for scrip, amounts paid to date, whether contract is still in existence, why cancelled, and when. 8. Amount and details of land/sales now current and for which land is to be supplied by the company. 9. List of all persons whose scrip was located on even-numbered sections in 1883, showing where located, new location subsequently, if any, with form of contract of even-numbered location. 10. List of homestead settlers in 1885. List at date (actual residents). 11. When contract with the company and government expired, with conditions of extension, if any; conditions of final settlement. 12. List of lands to be conveyed to the company under such settlement. The foregoing information to be furnished, if practicable, under affidavit of the president and accountant. Presented 30th June, 1892.—*Mr. Sproule*..... *Not printed.*
- 96.** Census of Canada.—Bulletin No. 11. Nationalities. Birth places of the people. Presented 30th June, 1892, by Hon. J. Carling..... *Not printed.*
- 97.** Return to an address of the House of Commons to his excellency the Governor General, dated 2nd May, 1892, for a copy of location ticket granted to John Alexander McLellan, of Cockburn Island, for lot 15 in the 5th concession, Cockburn Island; copy of all affidavits or declarations, letters and other papers from any person or persons to the department, or any officer of the department, in any way relating to said lot or the cancellation of the said ticket; and copy of any order made for the cancellation of said ticket. Also for a copy of the location ticket granted for lot 16 in the 4th concession, Cockburn Island, and any assignment or transfer thereof to Peter McLellan; copy of affidavits or declarations, letters and other papers from any person or persons to the department in any way relating to said lot or the cancellation of the said ticket, and copy of any order made for the cancellation of said ticket. Presented 5th July, 1892.—*Mr. Lister*..... *Not printed.*
- 98.** Return to an order of the House of Commons, dated 28th March, 1892, for a return showing: 1. The number of Indian reserves in British Columbia. 2. The location of each and name of tribe to whom allotted. 3. The area in acreage of each. 4. The area cultivated on each reserve. 5. The population of each tribe when reserves were first established. 6. The present population of each tribe. 7. The area (estimated) of pastoral land on each reserve. 8. The number of horses, cattle and sheep owned by each tribe. 9. The estimated area of timber land on each reserve. Presented 5th July, 1892.—*Mr. Barnard*..... *Not printed.*
- 99.** Copy of a report of a committee of the honourable the privy council, approved by his excellency the Governor General in council, on the 17th June, 1892, on the subject of a despatch dated 4th November, 1891, from Lord Knutsford, inviting an expression of the views of the Canadian government upon the complaint of alleged discrimination on the part of the government of Canada against citizens of the United States in the matter of canal tolls. Presented 6th July, 1892, by Sir John Thompson..... *Printed for sessional papers only.*

VOLUME 12—*Continued.*

- 100.** Return to an address of the Senate to his excellency the Governor General, dated 10th June, 1892, for a return of subsidy paid the Albert Southern Railway Company, showing the dates when paid, and to whom paid; also copies of all correspondence in reference to the payment of the said subsidy, and of all letters or telegrams asking for payment of same or relating thereto; also copies of all returns or reports of government engineers or inspectors, who inspected or reported on said road. Presented 6th July, 1892.—*Hon. Mr. Power*.....*Not printed.*
- 101.** Return to an order of the House of Commons, dated 9th May, 1892, for a return showing: 1. The total number of acres of public lands granted in Manitoba and the Canadian North-West in aid of railway construction, up to 26th April, 1892. 2. The name of each railway company or line to which a land grant has been made; the length of each line thus aided by land grant, and the number of acres granted to each company or line. 3. The total number of acres of land in Manitoba and the Canadian North-West which have been earned up to 26th April, 1892, under provisions of grants through completion of lines or portions of lines to which land grants have been made. 4. The name of each railway company or line which has earned the whole or a portion of its land grant, with the number of acres earned by each of such lines. Presented 9th July, 1892.—*Mr. Charlton*.....*Not printed.*
- 102.** Return to an order of the House of Commons, dated 21st March, 1892, for a map of Canada showing the areas of spruce and white pine timber, respectively, now standing. Presented 9th July, 1892.—*Mr. Ives*.....*Not printed.*
- 103.** Return to an address of the House of Commons to his excellency the Governor General, dated 25th April, 1892, for copies of all resolutions and memorials passed by the North-West Assembly at its last session and addressed to the government. Presented 9th July, 1892.—*Mr. Davin*.....*Not printed.*
- 104.** Return to an address of the House of Commons to his excellency the Governor General, dated 21st March, 1892, for copies of all letters, correspondence, petitions, etc., relating to the claims or settlement, or proposed settlement of claims of settlers on the Waldron Ranche Company's territory; copies of all complaints made regarding the treatment settlers have been subject to by the company. Presented 9th July, 1892.—*Mr. McMullen*.....*Not printed.*
- 105.** Return to an order of the House of Commons, dated 28th March, 1892, for a return showing the quantity of binding twine imported for consumption in the Dominion, from the 1st of July, 1891, up to the first day of January, 1892; the country from which the same was imported, and the amount of duty paid thereon. Presented 9th July, 1892.—*Mr. Campbell*.....*Not printed.*

SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS

For the Year ended 30th June, 1891

CANAL STATISTICS

FOR

SEASON OF NAVIGATION

1891



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1892.

[No. 9a—1891.] *Price 10 cents.*

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SUPPLEMENT

TO THE

ANNUAL REPORT OF THE DEPARTMENT OF RAILWAYS AND CANALS.

DEPARTMENT OF RAILWAYS AND CANALS,
CANALS REVENUE BRANCH,
OTTAWA, 3rd March, 1892.

SIR,—I have the honour to submit herewith my report on the traffic and revenue of the various canals for the season of navigation for 1891.

In addition to the usual statistics submitted, I have included certain information relative to the traffic on the great lakes and the comparative advantages of the Canadian and United States routes to the seaboard.

REVENUE.

The total revenue, exclusive of hydraulic rents for two years, is as follows:—

For 1890.....	\$348,059 51
1891.....	350,351 97

By comparing the statistics of 1890 with 1891, it will be seen that the gross revenue has increased \$2,292.46.

The several increases and decreases are as follows:—

	Increase.	Decrease.
On the Welland Canal.....	\$5,734 38	
“ St. Lawrence Canals.....	3,363 31	
“ Chambly Canal.....	1,350 13	
“ Rideau Canals.....		\$ 142 88
“ Ottawa Canals.....		7,793 97
“ St. Peter's Canal		138 16
“ Trent Valley Canals.....		5 21
“ Murray Canal.....		75 14
Total.....	\$10,447 82	\$8,155 36
Total increase.....	2,292 46	

These figures are somewhat changed by refunds under Orders in Council, hereafter referred to.

There were refunded on grain in 1890 tolls to the amount of \$41,635.46, and in 1891, \$49,834.98, which makes an actual decrease of revenue for 1891 of \$6,907.06.

In compliance with the renewed request of forwarders and shippers of Montreal for a continuance of the reduction of tolls on certain agricultural products, His Excellency the Governor General, on the 25th of March, 1891, authorized a refund of canal tolls as follows, viz.:—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following:—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transshipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

This refund was made applicable by Order in Council, 29th of April, 1891, to any portions of such cargoes lightered at Port Colborne and reshipped at Port Dalhousie, and also to the above-named products when shipped from Canadian Lake Ontario ports.

The amount of refunds so claimed were paid at the close of the season of navigation, instead of during the season as formerly.

There were 276,861 tons of grain passed down the Welland Canal, and transhipped at Canadian ports to Montreal, during the season of 1891, upon which a refund was made of 18 cents a ton, to the amount of \$49,834.98.

Of the 220,527 tons of grain passed down the Welland Canal to United States ports during the same period; 17,817 tons were transhipped at Ogdensburg, and passed down the St. Lawrence canals to Montreal. Upon these transshipments no refund has been made.

QUANTITY OF GRAIN PASSED DOWN THE WELLAND CANAL.

The quantity of barley, corn, oats, pease, rye and wheat passed down the Welland Canal, from ports west of Port Colborne for a period of ten years, is as follows :—

QUANTITY PASSED DOWN TO MONTREAL.		QUANTITY ON WHICH FULL TOLLS WERE PAID.	
		To Ports in Ontario.	Quantity from U. S. Ports to U. S. Ports.
	Tons.	Tons.	Tons.
1882.....	180,694		63,881
1883.....	186,814	10,650	121,876
1884.....	142,194	12,153	104,537
1885.....	96,569	11,909	117,346
1886.....	203,940	9,881	151,551
1887.....	185,034	11,838	134,868
1888.....	160,358	25,599	169,664
1889.....	267,769	19,075	213,766
1890.....	228,513	16,899	245,932
1891.....	*295,509	6,805	202,710

A refund of 10 cents per ton was allowed on grain passed down the Welland and St. Lawrence Canals to Montreal for 1884 and to June, 1885, and 18 cents per ton from 1st July, 1885, to December, 1891.

During the last decade the quantity of agricultural products, as above, passed down the Welland and St. Lawrence Canals to Montreal, has increased from 180,694 to 295,509 tons; and the quantity passed down the Welland Canal, from United States to United States ports, has increased from 63,881 to 202,710 tons.

The quantity of barley, corn, oats, pease, rye and wheat, arrived at Montreal *via* Grand Trunk and Canadian Pacific Railways, for a period of 10 years, is reported as follows :—

	Tons.
For 1882.....	75,026
1883	98,672
1884	142,231
1885	160,821
1886	165,613
1887	191,760
1888	113,794
1889	94,943
1890	119,208
1891	184,410

The quantity of the same articles passed down the whole length of the St. Lawrence Canals to Montreal, for the same period was :—

* Of this quantity 17,817 tons of corn and wheat were transhipped at Ogdensburg.

	Tons.
For 1882	230,055
1883	263,368
1884	174,496
1885	134,824
1886	272,133
1887	237,881
1888	166,191
1889	275,414
1890	242,571
1891	320,434

Comparative shipments of grain by the St. Lawrence route, and by rail and water *viâ* the State of New York, are as follows:—

QUANTITY OF GRAIN TO SEABOARD BY COMPETING ROUTES.

The quantity of grain and pease passed down the whole length of the St. Lawrence Canals to Montreal, is as follows:—

	Tons.
For 1890	242,571
1891	320,434
Showing an increase of	77,863

The quantity of grain and pease carried to Montreal *viâ* Canadian Pacific and Grand Trunk Railways, is reported as follows:—

	Tons.
For 1890	119,208
1891	184,410
Showing an increase of	65,202

The quantity of grain arrived at tidewater by New York canals, is reported as follows:—

	Tons.
For 1890	1,131,289
1891	1,055,278
Showing a decrease of	76,011

Quantity of grain carried to tidewater by the New York railways is reported as follows:—

	Tons.
For 1890	3,045,302
1891	2,356,660
Showing a decrease of	688,642

The increases and decreases for 1891, as compared with 1890, on the several routes competing for the carrying trade to the seaboard, are as follows:—

	Increase.	Decrease.	Increase.	Decrease.
	Tons.	Tons.	Per cent.	Per cent.
On the St. Lawrence Canals	77,863		32.09	
do Canadian Pacific and Grand Trunk Railways	65,202		54.69	
do New York canals		76,011		6.71
do New York railways		688,642		22.61

TRANSHIPMENT OF GRAIN.

The quantity of grain passed down the Welland Canal in Canadian and United States vessels to Kingston for six years, is as follows:—

In Canadian vessels, there were in—

	Tons.
1886, 244 cargoes, with an aggregate quantity of.....	143,330
1887, 284 do do	178,233
1888, 182 do do	143,025
1889, 208 do do	165,117
1890, 203 do do	184,275
1891, 209 do do	190,664

In United States vessels, there were in—

	Tons.
1886, 97 cargoes, with an aggregate quantity of.....	62,222
1887, 19 do do	12,477
1888, 60 do do	43,667
1889, 114 do do	108,358
1890, 35 do do	35,560
1891, 77 do do	90,153

Three Canadian vessels took their cargoes of 1,441 tons of grain through to Montreal intact in 1891, against three in 1890, with 1,281 tons, and one in 1889, with 425 tons.

Forty-four Canadian vessels lightened their cargo at Kingston in 1891, against 63 in 1890 and 54 in 1889.

Two hundred and thirty-nine vessels discharged the whole of their cargoes at Kingston in 1891, against 172 in 1890 and 267 in 1889.

The quantity of grain transhipped at Port Colborne in 1891, and the three previous years is given below. The total number of grain-laden vessels lightened at this port in 1891 was 81, against 83 in the previous year.

	1888.	1889.	1890.	1891.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	11,440	37,222	4,310	16,665
Corn.....	133,014	254,690	773,687	482,802
Rye.....	Nil.	Nil.	Nil.	1,330
Oats.....	Nil.	8,218	44,294	130,276

The quantity discharged in this port from vessels which did not enter the canal was as follows:—

	1888.	1889.	1890.	1891.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat.....	72,592	8,608	Nil.	16,628
Corn.....	23,575	Nil.	Nil.	Nil.
Rye.....	Nil.	Nil.	Nil.	Nil.
Oats.....	Nil.	Nil.	Nil.	Nil.

The total quantity of freight moved on the Welland Canal during the season of 1891 was 975,013 tons; of this quantity 945,239 tons were through freight, and 29,774 tons were (way) or local freight.

WELLAND CANAL.

East and West-bound Freight.

There were 684,801 tons of freight passed eastward, and 290,212 passed westward.

The total quantity of freight passed through the whole length of the Welland Canal during the season of 1891, was 945,239 tons.

Of this quantity 283,552 tons were west bound and 661,687 tons east bound.

Of this east-bound freight, Canadian vessels carried 262,547 tons, and United States vessels carried 399,140 tons; and of the west-bound Canadian vessels carried 36,009 tons, and United vessels carried 247,543 tons.

The total quantity of freight moved on the St. Lawrence Canals during the season of 1891, was 936,794 tons; of this quantity 541,028 tons were through freight, and 395,766 were (way) or local freight.

ST. LAWRENCE CANALS.

East and West-bound Freight.

Of the total quantity of freight passed through the canal during 1891, 688,899 tons passed eastward, and 247,895 tons passed westward.

The total quantity of through freight was 541,028 tons; of this quantity 500,532 tons were east-bound freight, and 40,496 west bound.

Of the total quantity of (way) or local freight 188,367 tons were east bound, and 207,399 west-bound freight.

THROUGH TRAFFIC BETWEEN MONTREAL AND PORTS ON LAKES ERIE, MICHIGAN, &C.

The total quantity of freight passed eastward and westward through the Welland and St. Lawrence Canals, from Lake Erie to Montreal, during eleven years, is as follows:—

	Eastward, Tons.	Westward, Tons.
1881.....	169,213	37,190
1882.....	108,835	24,488
1883.....	205,394	27,488
1884.....	168,715	9,425
1885.....	132,968	16,115
1886.....	244,514	16,801
1887.....	213,834	14,075
1888.....	183,899	19,310
1889.....	298,197	25,370
1890.....	231,746	31,951
1891.....	309,593	14,060

FREIGHT FROM UNITED STATES PORTS TO UNITED STATES PORTS.

The total quantity of freight passed eastward and westward through the Welland Canal, from United States ports to United States ports, for a period of eleven years, is as follows:—

	Eastward, Tons.	Westward, Tons.
1881.....	96,266	97,907
1882.....	110,286	172,520
1883.....	174,912	257,699
1884.....	163,998	243,081
1885.....	168,212	216,297
1886.....	244,916	239,562
1887.....	189,427	151,074
1888.....	221,062	213,689
1889.....	297,353	266,231
1890.....	318,259	215,698
1891.....	306,257	247,543

The quantity of freight passed eastward through the Welland Canal, from United States ports to United States ports, shows a decrease as compared with the previous year of 12,002, while the west-bound freight shows an increase of 31,845 over the previous year.

Statistical Comparison of various United States Routes.

The statistical comparisons heretofore given in respect to the quantities of the principal articles carried through the Welland Canal, and those carried over routes in the United States, in competition with that work, have been continued to date.

By reference to Statement H, as to the quantity of vegetable food carried to tidewater, it will be observed that the quantity carried by the New York Canals was 1,092,355 tons in 1891, against 1,167,901 in 1890 and 1,296,896 in 1889.

The quantities of vegetable food carried by the New York Central, Erie and New York, West Shore and Buffalo Railways being:—

	Tons.		Tons.
In 1891.....	3,565,381	In 1885.....	4,105,594
1890.....	4,336,199	1884.....	3,639,805
1889.....	3,654,984	1883.....	4,422,461
1888.....*	3,197,634	1882.....	3,888,557
1887.....	3,847,766	1880.....	4,732,385
1886.....	3,802,262	1869.....	1,087,809

* Flour and grain only.

The following figures are an abstract of the quantities of vegetable food carried to tidewater by the canals and railways of the State of New York, during twenty-one years :—

	Canals.	Railways.	Total.	Proportions by Canals.
	Tons.	Tons.	Tons.	
1869.....	1,302,613	1,087,809	2,390,342	545
1870.....	1,295,010	1,766,457	3,061,467	423
1871.....	1,850,198	2,205,589	4,055,787	456
1872.....	1,674,320	1,870,614	3,544,934	472
1873.....	1,745,171	2,036,992	3,782,163	461
1874.....	1,767,598	2,791,517	4,559,115	387
1875.....	1,305,550	2,343,241	3,648,791	357
1876.....	1,064,293	2,875,803	3,940,096	270
1877.....	1,498,984	2,493,683	3,992,667	375
1878.....	1,912,734	3,695,764	5,608,498	341
1879.....	1,833,399	4,353,617	6,187,016	296
1880.....	2,371,090	4,732,385	7,103,475	333
1881.....	1,116,561	4,983,722	6,100,283	183
1882.....	1,118,776	3,885,557	5,004,333	223
1883.....	1,379,000	4,422,461	5,801,461	237
1884.....	1,236,986	3,639,805	4,876,791	253
1885.....	1,063,310	4,105,594	5,168,904	205
1886.....	1,489,886	3,802,262	5,292,148	281
1887.....	1,539,403	3,847,766	5,387,169	285
1888.....	1,166,958	3,197,734	4,364,692	267
1889.....	1,296,896	3,654,984	4,951,880	262
1890.....	1,167,901	4,336,199	5,504,100	212
1891.....	1,092,355	3,565,381	4,657,736	234

The total quantity of freight passed through the several divisions of the canals during the season of 1891 is as follows:—

Canals.	Farm Stock.	Forest Produce of Wood.	Manufac- tures.	Merchandise	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland.....	68	99,383	19,485	300,873	555,204	975,013
St. Lawrence.....	917	126,870	56,765	334,841	416,921	936,314
Chambly.....	215	119,799	2,888	98,449	7,913	229,264
Ottawa.....	1,373	565,382	323	10,952	7,011	585,041
Rideau.....	26	79,259	2,736	23,176	4,116	109,313
St. Peter's.....		2,827		24,205	7,488	34,520
Murray.....	50	3,376	704	4,677	2,935	11,742
Trent Valley.....		20,675	7	132	25	20,839

The total quantity of freight moved on the Welland Canal was 975,013 tons, of which 555,204 tons were agricultural products.

On the St. Lawrence Canals, the total quantity of freight moved was 936,314 tons, of which 416,921 tons were agricultural products, and 334,841 tons were merchandise.

On the Ottawa Canals, the total quantity of freight moved was 585,041 tons, of this quantity 565,382 tons were produce of the forest.

The total quantity of freight moved on all the canals for the season of 1891 was 2,902,046 tons.

The quantity of grain exported from Chicago to Canada by lake during the season of 1891 is reported to be 4,754,708 bushels, and the quantity in transit, 2,736,892 bushels.

The total value of freight exported from Chicago to Canada by lake for the same period is reported to be \$3,916,452.28, of which amount Canadian vessels carried \$2,030,385.71, the details of which are as follows:—

QUANTITY and Value of Exports from Chicago to Canada, by Lake, 1891.

ARTICLES.	UNITED STATES VESSELS.		CANADIAN VESSELS.		TOTAL.	
	Quantity.	Value. \$ cts.	Quantity.	Value. \$ cts.	Quantity.	Value. \$ cts.
Wheat..... Bush.	522,652	510,762 76	606,246	596,905 96	1,128,918	1,107,668 72
Corn.. ..	1,088,816	675,600 39	1,010,923	619,606 51	2,099,739	1,295,206 90
Rye.....	758,502	699,703 42	767,549	688,850 61	1,526,051	1,388,554 03
Flour			16,632	78,921 00	16,632	78,921 00
Pork.....			1,450	19,525 00	1,450	19,525 00
10 Cornmeal.. .. Bbls.			375	1,500 00	375	1,500 00
Oatmeal			135	1,000 00	135	1,000 00
Tallow.....			100	1,200 00	100	1,200 00
Lard			513	10,280 00	513	10,280 00
Grease.....			95	1,050 00	95	1,050 00
Tea..... Chests			1,059	10,563 02	1,059	10,563 02
General Merchandise..... Pkgs.			93	983 61	93	983 61
Total.....		1,886,066 57		2,030,385 71		3,916,452 28

SHIPMENTS of Grain ("In Transit" and "Export") from Chicago, by Lake, 1891.

Shipped to	CORN.			OATS.			WHEAT.	RYE.	Total Shipments.
	Transit.	Export.	Total.	Transit.	Export.	Total.	Export.	Export.	
Montreal	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Prescott		131,501	131,501				134,635	100,946	367,082
Kingston		38,000	38,000						38,000
Toronto		1,707,012	1,707,012				994,283	1,425,105	4,126,400
Point Edward		25,100	25,100						25,100
Collingwood	278,768		278,768	65,701		65,701			344,469
Midland	149,256		149,256	256,165		256,165			405,421
Sarnia	807,595	198,126	1,005,721	193,429		193,429			1,199,150
	488,726		488,726	497,252		497,252			985,978
Total	1,724,345	2,099,739	3,824,084	1,012,547		1,012,547	1,128,918	1,526,051	7,491,600

The trade out of Chicago from May to November, 1891, is reported as follows:—

“As against the combined work of nine of the leading lines of railway in this country, lake vessels took out of Chicago during the seven months of navigation last season, 63·4 per cent of all east-bound shipments from Chicago within that period.

The total shipments of freight of all kinds, east bound from Chicago, May to November, inclusive, according to the weekly reports of the Chicago board of trade, were 4,265,934 tons, and of this the lakes carried 2,705,084 tons, and the railways 1,560,850 tons.

The lake movement does not include an aggregate of about 5,000,000 bushels or 150,000 tons of grain loaded into vessels during the winter of 1890-91, and taken out by the fleet leaving Chicago with the opening of navigation last spring, which if added, would still further increase the gain in water transportation.”

COMPARATIVE STATEMENT OF TRAFFIC BY RAILWAYS AND CANALS *viâ* THE STATE
OF NEW YORK.

On reference to the returns made by the railways to the State authorities of New York, and to the canal statistics submitted to the State Legislature, I find that of the total tonnage of freight carried by the canals and railways, the State canals carried:—

	Per cent.		Per cent.
In 1859.....	68·9	In 1880.....	25·1
1869.....	47·0	1881.....	18·5
1870.....	38·9	1882.....	19·0
1871.....	38·9	1883.....	18·7
1872.....	40·1	1884.....	19·0
1873.....	34·9	1885.....	17·1
1874.....	31·7	1886.....	16·9
1875.....	28·4	1887.....	16·3
1876.....	24·6	1888.....	18·8
1877.....	28·3	1889.....	15·1
1878.....	27·1	1890.....	13·9
1879.....	23·7	1891.....	13·4

The quantity of freight carried by the canals and railways was greater in 1891 by 899,980 tons than the quantity carried in 1890, and an increase of 26,071,005 tons over 1869.

The quantities carried were as follows:—

	Total Tonnage.	Proportion by Canals.
In 1859.....	5,485,076	·6890
1869.....	12,453,174	·4705
1870.....	15,148,274	·3895
1871.....	15,844,152	·3896
1872.....	16,631,609	·4012
1873.....	18,200,208	·3497
1874.....	18,283,547	·3174
1875.....	17,101,758	·2841
1876.....	16,948,627	·2462

	Total Tonnage.	Proportion by Canals.
1877.....	17,489,770	·2833
1878.....	19,017,301	·2719
1879.....	22,590,766	·2373
1880.....	25,706,586	·2512
1881.....	27,857,394	·1859
1882.....	28,693,054	·1905
1883.....	30,167,119	·1877
1884.....	26,293,844	·1905
1885.....	27,543,948	·1718
1886.....	31,168,744	·1698
1887.....	34,029,791	·1632
1888.....	26,244,610	·1883
1889.....	35,466,042	·1514
1890.....	37,624,199	·1394
1891.....	38,524,179	·1343

Mr. P. Bird Price, chief inspector of grain for the city of Chicago, reports the average contents of each car of grain was as follows:—

The average contents of each car was:—

Year.	Bushels.	Year.	Bushels.
In 1877.....	416	In 1884.....	601
1878.....	451	1885.....	608
1879.....	460	1886.....	641
1880.....	491	1887.....	673
1881.....	520	1888.....	685
1882.....	559	1889.....	684
1883.....	572	1890.....	727

FREIGHT RATES.

The average rate paid for carrying grain from Buffalo to New York city *via* Erie Canal, is reported as follows:—

For 1887.....	$4\frac{6}{10}$ cents per bushel.
1888.....	$3\frac{4}{10}$ do
1889.....	$4\frac{8}{10}$ do
1890.....	$3\frac{8\frac{7}{10}}{100}$ do
1891.....	$3\frac{5}{10}$ do

Grain freights from Chicago to Montreal in 1891 ranged from 5 to 8 cents per bushel on wheat, and to Buffalo, 1 cent to $5\frac{1}{4}$ cents, with an average of $2\frac{1}{2}$ cents; in 1890 the average was $1\frac{7}{8}$ cents. The wheat rate from Duluth to Buffalo covered a much wider range, from $1\frac{1}{4}$ cents to $9\frac{1}{2}$ cents, the average being $4\frac{1}{4}$ cents; in 1890 the average was 3 cents.

From Toledo to Buffalo the wheat figures ran from 1 cent to 3 cents, averaging 2 cents; the average for 1890 was $1\frac{3}{4}$ cents.

ELEVATING AND STORAGE RATES AT BUFFALO.

All the elevators, receiving grain from vessels, belonging to the Western Elevating Company, whose charges for elevating and storage are reported as follows for 1891:—

Elevating, receiving, weighing and delivering, $\frac{5}{8}$ cent per bushel; storage each 10 days or part thereof, $\frac{1}{4}$ cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was $\frac{1}{4}$ cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged $\frac{3}{8}$ cent per bushel for direct transfer from vessel to canal boat.

STATEMENTS OF TRAFFIC FROM LAKE SUPERIOR *via* UNITED STATES ROUTES.

"*St. Mary's Canal*.—The canal opened for navigation 27th April, 1891, and closed 7th December. The season was, therefore, 225 days long, or 3 days shorter than in 1890. The average number of vessels passing per day for the whole season was 45·3, and for the months of June, July, August and September, the average was 54·6. The size of the vessels continues to increase as is shown in the following statistics:—

In 1887 the average registered tonnage per vessel was.....				626·3 tons.
1888	do	do	.....	701·5 do
1889	do	do	.....	790·5 do
1890	do	do	.....	833·8 do
1891	do	do	.....	862·1 do

The total registered tonnage for the season falls 53,750 tons short of that for 1890, and the freight tonnage was 152,454 tons less. The following discussion of the appended statistics may not be inappropriate:—

For the whole period, since 1881, the iron ore carried through the canal has been 47 per cent of the total freight, and in 1889 and 1890 it was more than 50 per cent; therefore, the freight may be divided into two nearly equal parts, one of which was the iron ore, the remainder being the aggregate of all other freights. The percentage of increase since 1881 falls between 12 and 39 each year, the average being 22. During 1890 the freight, other than iron ore, amounted to 4,266,445 tons, and for 1891, 5,328,548 tons. This shows an increase of 25 per cent in the freight of 1891—other than iron ore—over 1890, or a little more than the average increase for the preceding ten years. Hence the decrease in iron ore freight alone is sufficient to explain why the business of 1891 did not show the usual increase. There were other causes, however, which materially affected the volume of the season's business, and they will be referred to later. The falling off in iron ore freight was predicted with certainty a year ago. It was due to causes so widespread and long continued that a discussion here could hardly be made complete and satisfactory.

The freight of wheat and wheat products was abnormally large. Excluding iron ore and wheat in 1890, the remaining tonnage was 3,725,866 tons. The corresponding freight for 1891 was 4,340,660 tons. Hence the increase in freight, exclusive of iron ore, was 8 per cent, which indicates quite a falling off from the average rate of 22 per cent for the last ten years, and shows that if the wheat crop of the North-West had not been unusually good this season, there would have been a slight decrease in the volume of freight, other than iron ore."

COMPARATIVE Quantity and Value of Freight passing through St. Mary's Falls Canal in 1888 and 1889, with Increase and Decrease of Quantity and Value of the commodities moved.

Material.	1888.		1889.		Increase in Quantity for 1889.	Decrease in Quantity for 1889.	Increase in Value for 1889.	Decrease in Value for 1889.
	Quantity.	Value.	Quantity.	Value.				
Coal.....	2,105,041	7,367,643	1,629,197	\$ 5,702,189	.....	\$ 475,844	.....	\$ 1,665,454
Flour.....	219,072	10,953,625	222,870	11,143,535	3,798	.....	180,910	2,317,207
Wheat.....	557,890	18,224,423	486,955	15,907,216	.....	70,935	.....	.....
Grain.....	50,557	1,981,861	53,331	2,090,580	2,774	.....	108,718	.....
Manufactured iron.....	48,859	2,442,950	31,545	1,577,250	.....	17,314	.....	865,700
Pig iron.....	14,844	252,348	26,016	442,272	11,172	.....	189,924	.....
Salt.....	21,043	210,433	16,825	168,250	.....	4,218	.....	42,183
Copper.....	28,960	5,792,000	33,456	6,691,200	4,496	.....	899,200	.....
Iron ore.....	2,570,517	8,996,809	4,095,855	14,335,492	1,525,338	.....	5,338,683	.....
Lumber.....	420,651	4,326,696	552,219	5,679,972	131,568	.....	1,353,276	.....
Silver ore and bullion.....	3,385	520,579	5,947	914,589	2,562	.....	394,009	.....
Building stone.....	33,541	335,410	33,538	335,380	.....	3	.....	30
Unclassified freight.....	345,844	20,751,240	312,410	18,744,600	.....	33,434	.....	2,006,640
Total.....	6,420,204	82,156,017	7,500,164	83,732,525	1,681,708	601,748	8,473,720	6,897,214
Decrease.....	.....	.....	.....	.....	601,748	.....	6,897,214	.....
Net increase of Quantity.....	.....	.....	.....	.....	1,079,960	.....	1,576,506	.....
Net increase of Value.....	.....	.....	.....	.....	.....	.....	.....	.....

COMPARATIVE Statement of the Amount and Value of Commerce through St. Mary's Falls Canal for the Calendar Years 1890 and 1891.

Items.	QUANTITY.		INCREASE.		DECREASE.		TOTAL VALUATION.		
	1890.	1891.	Amount.	Per Cent.	Amount.	Per Cent.	Price per Unit.	1890.	1891.
			\$		\$		\$ cts.	\$ cts.	\$ cts.
*Vessels.....	10,557	10,191							
Lockages.....	4,970	4,981							
Tonnage, registered.	8,454,435	8,400,685							
do freight.....	9,041,213	8,888,759	11		53,750	1			
Passengers.....	24,856	26,190	1,334	5	152,454	2			
Coal (hard and soft).....	2,176,925	2,507,532	330,607	18			3 50	7,619,237 50	8,776,362 00
Flour.....	3,239,104	3,780,143	541,039	17			5 00	16,195,520 00	18,900,715 00
Wheat.....	16,217,370	38,816,570	22,599,200	139			0 98	13,893,022 60	33,040,238 60
Grain (other than wheat).....	2,044,384	1,032,104			1,012,280	50	0 98	2,003,496 32	1,011,461 92
Manufactured iron.....	93,615	42,560			51,055	55	50 00	4,680,750 00	2,128,000 00
Pig iron.....	22,712	27,181	4,469	19			17 00	386,104 00	462,077 00
Salt.....	179,431	234,598	55,097	31			1 00	179,431 00	234,598 00
Copper.....	43,729	69,190	25,461	58			200 00	8,745,800 00	13,838,000 00
Iron ore.....	4,774,768	3,560,213			1,214,555	25	3 50	16,711,688 00	12,460,745 50
Lumber.....	361,929	366,305					18 00	6,514,722 00	6,593,490 00
M ft. B. M.	3,432	1,731	4,376	1			153 79	527,807 28	266,210 49
Silver ore and bullion.....	47,973	44,080			1,701	50	10 00	476,730 00	440,800 00
Building stone.....	371,294	417,093	45,799	12	3,893	8	60 00	22,277,640 00	25,025,580 00
+Unclassified freight.....									
Totals.....								102,214,948 70	128,178,208 51

*Steamers.....	7,339	+Included in unclassified freight for 1891:		Valuation based on Estimates of 1885.	
Sails.....	2,405	Wool.....	2,602 tons.	Valuation for 1885.	\$ 53,413,472 13
Unregistered crafts.....	447	Hides.....	460	do 1886.....	69,080,071 95
Total.....	10,191			do 1887.....	79,031,757 78
				do 1888.....	82,156,019 97
				do 1889.....	88,732,527 15
				do 1890.....	102,214,948 70
				do 1891.....	128,178,208 51

Canal was open to navigation during season of 1890, 228 days.
do 1891, 225. do

ERIE CANAL.

Mr. Hannan, Superintendent of Public Works, Albany, reports on the traffic through the Erie Canal for 1891, as follows:—

“Comparing the tonnage of 1891 with that of 1890, there is shown to be a loss of 682,630 tons, but, during the year 1890, there were transported upon the canal 467,537 tons of ice which is an unusual commodity, so that the loss this year, as compared with the tonnage of last year (exclusive of the ice), is 215,093 tons. * *
* * * But while there has been a decrease in the total tonnage of the canals this year, as compared with any one of the past seven years, or since the abolition of tolls, the canal has maintained its usefulness to a greater degree than at any period in its recent history.

Never before has such a violent and persistent war of rates existed between trunk railway lines combined on the one side and the Erie Canal on the other. This competition was commenced upon the opening of the canal this year, and was continued during the entire season until its close, when the rates were immediately advanced to more than double what they had been during the season. * * * *

Such was the activity displayed that freight was frequently carried by rail at a far less rate than it could be transported by canal. Being apprised of these facts, I have investigated this matter, but as contracts are made with the shipper in private; the shipper, who is benefited by such contract, will not disclose the price he is paying for such service, for fear that in the future he may be discriminated against and he will be unable to procure any additional contracts that will be advantageous to himself. Enough information, however, has been ascertained to convince me that the price for carrying grain by rail from Buffalo to New York has rarely been more than the price charged for carrying it by canal. Sometimes it has been less, * * * *

At no time in recent years has this fact, that the rates are regulated by the Erie Canal, been more clearly illustrated or made more apparent than during the season just closed. When the canals were opened in May last the pool rates on grain from Buffalo to New York were $7\frac{1}{2}$ cents per bushel, while the canal rates were from $2\frac{5}{8}$ cents to 3 cents, and were increased in June to $3\frac{1}{8}$ cents. But the pool rates were not maintained. My information on that subject, which has been received from private sources, is that contracts were made by the various railways to carry this grain in the months of June, July and August for 4 cents per bushel; September, $4\frac{1}{2}$, and October, 5 cents, and all this time the pool rates remained unchanged, while the canal rates were: May, 2.51 cents; June, 2.53 cents; July, 2.68 cents; August, 3.94 cents; September, 4.19 cents; October, 4.44 cents; and November, 4.13 cents. * * * *

Formerly a vessel on the lake capable of carrying 30,000 bushels of grain was all that was required, and very few exceeded that tonnage. Now a 30,000 bushel vessel would be unable to compete for this traffic. They have been superseded by vessels capable of carrying 70,000, 80,000 and 100,000 bushels, and from the reports published on that subject I learn that boats are being built capable of carrying 140,000 bushels. As an evidence of how the capacity of vessels plying on the lakes has increased, I desire to state that from 31 grain laden boats arriving in the port of

Buffalo on 27th November last, 1 carried 140,000 bushels of oats, 1 carried 90,000 bushels of wheat, 3 carried 80,000 bushels of grain each, 2 carried 75,000 bushels each, 3 carried 70,000 bushels each, 2 carried 68,000 bushels each, 2 carried 65,000 bushels each, 3 carried 60,000 bushels each, 1 carried 55,000 bushels, and 4 carried 50,000 bushels each; and from 21 grain laden boats arriving in the same port on the day following, 1 carried 120,000 bushels of oats, 2 carried 80,000 bushels each of wheat, 1 carried 73,000 bushels of wheat, 3 carried 70,000 bushels each, 1 carried 66,000 bushels, 1 65,000 bushels, 1 55,000 bushels, and 4 45,000 bushels each. This is a fair illustration of the increase in the capacity of the lake craft, and was taken without any especial regard to date or number of cargoes arriving in port."

Aggregate shipments of grain and flour *via* Erie Canal, for the years noted:—

	Grain, Bushels.	Flour, Barrels.
1891	34,499,140	9,920
1890.....	38,218,960	1,805
1889	41,742,000	8,454
1888.....	38,070,930	4,945
1887.....	48,972,550	3,096
1886.....	45,017,163	4,518
1885.....	31,467,738	2,692
1884.....	37,846,067	4,849
1883.....	42,352,225	5,349
1882.....	29,439,688	6,918
1881.....	30,758,912	.....
1880.....	71,699,265	19,716
1879.....	53,822,546	4,652
1878.....	59,514,779	2,421
1877.....	48,425,968	4,160
1876.....	27,558,744	2,137
1875.....	35,318,120	54,251
1874.....	40,986,834	49,182
1873.....	50,930,447	13,570
1872.....	48,246,960	5,142
1871.....	47,954,240	45,068
1870.....	28,966,780	74,384
1869.....	28,361,361	51,446
1868.....	36,458,150	5,638
1867.....	26,387,161	16,560
1866.....	33,750,090	.....
1865.....	37,428,889	440,867
1864.....	38,078,575	146,745
1863.....	45,236,283	486,856
1862.....	52,376,500	428,268

UNITED STATES' VIEW OF THE COMPARATIVE IMPORTANCE OF UNITED STATES AND
CANADIAN WATERWAYS.

(*Extract from proceedings of the Deep Waterway Convention.*)

"Lake Superior was opened by the completion of the Canal and first lock in 1855 at Sault Ste. Marie.

"The increase of business soon demonstrated the necessity of another and larger lock. This was completed in September, 1881, and was five hundred and fifteen feet long, eighty feet wide, and with seventeen feet of water on the mitre sill. From that date to this, with wonderfully efficiency, this lock has met the demands of a rapidly increasing tonnage. It passed, in 1882, 2,029,000 tons; in 1883, 2,267,000; in 1884, 2,874,000; in 1885, 3,256,000; in 1886, 4,527,000; in 1887, 5,494,000; in 1888, 6,932,000; in 1889, 7,516,000; in 1890, 9,041,213; in 1891, 8,888,759. The freight tonnage was 152,454 tons less this year than in 1890. This is due to obstruction in the channel on the St. Mary's River, caused by collisions and sinking of vessels. General Poe states in regard to this:—

"'But for the delay due to the sinking of the "Susan E. Peck," we would have exceeded the traffic of 1890, notwithstanding the extraordinarily low stage of water and the delay in putting vessels in commission in the spring.'

"The increase in valuation (of products) for the season of 1891 over 1890 is nearly \$26,000,000. The value of the cargoes passing the lock this year was \$128,178,208.51. The most notable points in this season's business are the decrease in iron ore and the large increase in wheat products.

* * * * *

"During the season of 1890 over 9,000,000 tons of freight passed through St. Mary's River, and more than 22,000,000 tons through the waterway between Lakes Huron and Erie. The increase in the available depth of channels on the lakes from nine and one-half feet in 1852 to sixteen feet in 1882 developed this commerce, and it is only reasonable to expect that a further increase of four feet will be followed by corresponding increase in the shipping. The results are most notable, perhaps, in the character of the vessels employed in the carrying trade.

"These have increased in size and seaworthiness until they form a fleet which has not its equal upon any inland waters on the face of the globe.

"Of large capacity and great power, regardless of wind or weather, the steamers of the prevailing type bear their cargoes to and from ports a thousand miles apart with the precision of railroad trains, each of them transporting at once more than ten ordinary freight trains.

"Canadian Competition.

"But the day is near at hand when American farmers must meet such competition as they never met before, and such as few of them have ever dreamed of.

"James W. Taylor, who, through all the changes of parties and of administrations, has for twenty-one years past been the Consul of the United States at Winnipeg, has made a special study of the Canadian North-West, and he declares that the parallelogram included between longitudes 100 and 170 west of Greenwich,

and latitude 50 degrees to 70 degrees is identical in climate and as rich in resources as an equal area in Europe, included between the same meridians of latitude and extending 60 degrees east and 10 degrees west of Greenwich. The European parallelogram includes England, Ireland, Scotland, Denmark, Norway, Sweden, Belgium, Holland and most of Germany and Russia in Europe, and is represented by the cities of London, Liverpool, Dublin, Glasgow, Edinburgh, Copenhagen, Stockholm, Berlin, St. Petersburg, Moscow, Nijnei-Novgorod and Archangel. Over all the territory included in the North American parallelogram, the opening of spring occurs at the same time almost to a day. It is known by the test of experiment that wheat can be grown as far north as latitude 69, and by far the finest wheat which I have ever seen came from Fort Vermillion on Peace River in latitude 59, longitude 116. Wheat, barley, oats, peas, all the grains and vegetables, are successfully raised at the Mission Stations throughout this region, and the farmers of Manitoba have had greater average crops per acre for many years past than the American farmers in Minnesota and Dakota.

"The causes for this remarkable extension north-west of cereal production are first, the continually decreasing altitude, the influence of the warm wind of the Pacific blowing through the low mountain passes of the north, and the fact that the long summer days of higher latitudes give a vast deal more of sunshine during the growing season than is in the case further south, while the cold winters prevent the development of insect pests which are so injurious in milder climates. The causes are certainly sufficient to explain the fact so well demonstrated by experience, that all grains are produced in the highest quality and the greatest quantity per acre near the northernmost limit at which they will grow.

" Canadian Water-ways.

"Within five years from the present time at the present rate of progress, and within three years if the work is hastened a little, there will be a clear channel for vessels drawing 14 feet of water through Canadian territory, all the way from Lake Superior to the sea. Six feet of water in the Erie Canal and two transfers of freight can no more compete with 14 feet of water through the Canadian canals and no transfer, than a wheelbarrow can compete with an express train. The canal boat carrying two hundred tons, drawn by mules at the rate of four miles per hour, can by no possibility compete with the steamships carrying two thousand tons, propelled by steam at the rate of fourteen miles per hour. And while the United States farmer has held his own fairly well against the semi-civilized wheat growers of India, I do not see how he can hope to win in competition with men of the same race, men just as intelligent, with a climate no more rigorous, with a soil at least as fertile and with transportation facilities immeasurably superior. The great plains of the Canadian North-West are unsettled now, but when once the conditions of soil and climate which there exist are supplemented by facilities for transportation not surpassed, if equalled by those of any other region, I believe the Canadian North-West will settle up with a race of hardy, intelligent and prosperous people and will become the granary of the world. He who can most cheaply reach the markets of the world can control the markets of the world."

Exports of Grain from Atlantic Sea Ports.

The quantity of grain for foreign exports during the season, from 1st May to 30th November, 1891, is reported as follows:—

	Bushels.
From Montreal.....	14,294,083
“ New York.....	51,557,391
“ Boston.....	4,965,261
“ Philadelphia.....	6,931,429
“ Baltimore.....	14,752,500

For details, see following statement:—

EXPORTS of Cereals, &c., from undermentioned Atlantic Ports, from 1st May to 30th November, 1891.

		From New York.	From Boston.	From Philadel- phia.	From Baltimore.	From Montreal.
Flour.....	Brls.	1,988,310	966,998	561,416	1,423,363	734,027
Cornmeal.....	“	87,165	40,652	457	12,070	Not given.
Wheat.....	Bush.	36,185,254	1,824,032	5,984,417	13,118,872	6,090,114
Corn.....	“	9,308,260	2,677,130	947,012	949,157	2,173,070
Oats.....	“	1,302,080	222,606	.....	100	775,409
Barley.....	“	744,258	11,626	.....	.....	796,624
Rye.....	“	3,651,133	105,383	.....	681,850	2,399,803
Peas.....	“	366,406	114,484	.....	2,521	2,059,063
Total grain.....	“	51,557,391	4,955,261	6,931,429	14,752,500	14,294,083
Flour.....	“	8,947,395	4,351,491	2,526,372	6,405,133	3,303,121
Meal.....	“	348,660	162,608	1,828	48,280	Not given.
Grand Total.....	“	60,853,446	9,469,360	9,459,629	21,205,913	17,597,204

The usual detailed statements in explanation of the various points referred to and of intransit trade are hereto appended.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES,

Chief Clerk, Canals Revenue.

T. TRUDEAU, Esq., Acting Secretary,
Department of Railways and Canals.

GRAIN FREIGHTS BY LAKE AND ERIE CANAL.

THE following were the Current Rates of Freight on Wheat and Corn from Chicago to Buffalo, Ogdensburg, or Kingston, and to Montreal (steam); also to New York by Lake and Erie Canal; for each week during the season of navigation in 1891.

Week ending	To Buffalo.		*To Kingston.		To Montreal (steam).		Erie Canal, Buffalo to New York.		Chicago to New York, Lake and Canal, including Buffalo charges.	
	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.	Wheat per bushel.	Corn per bushel.
	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
April 4...	2	1 ³ / ₄								
do 11...	2	1 ³ / ₄								
do 18...	2	1 ³ / ₄								
do 25...	2	1 ³ / ₄								
May 2...	1 ³ / ₄	1 ³ / ₄	4	3 ¹ / ₄	6 ¹ / ₄	5 ¹ / ₄	2 ⁷ / ₈	2 ³ / ₄	5 ¹ / ₂	4 ³ / ₈
do 9...	1 ³ / ₄	1 ³ / ₄	3 ³ / ₄	3 ¹ / ₄	6 ¹ / ₄	5 ¹ / ₄	2 ⁵ / ₈	2 ¹ / ₄	5	4 ³ / ₈
do 16...	1 ³ / ₄	1 ³ / ₄	3 ³ / ₄	3	5 ¹ / ₂	5	2 ⁵ / ₈	2	4 ³ / ₈	4
do 23...	1	1	3 ³ / ₄	3	5 ¹ / ₂	5	2 ⁵ / ₈	2	4 ³ / ₈	3 ⁷ / ₈
do 30...	1	1	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	3 ¹ / ₄	2 ⁵ / ₈	5 ¹ / ₂	4 ³ / ₈
June 6...	1	1	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	3	2 ⁵ / ₈	4 ³ / ₈	4 ³ / ₈
do 13...	1	1	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	3	2 ⁵ / ₈	4 ³ / ₈	4 ³ / ₈
do 20...	1 ¹ / ₄	1	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	2 ⁷ / ₈	2 ⁵ / ₈	5	4 ³ / ₈
do 27...	1 ¹ / ₄	1 ¹ / ₄	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	2 ⁵ / ₈	2 ⁵ / ₈	5 ¹ / ₂	4 ³ / ₈
July 4...	1 ¹ / ₄	1	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	2 ⁷ / ₈	2 ⁵ / ₈	5 ¹ / ₂	4 ³ / ₈
do 11...	1 ¹ / ₄	1	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	2 ⁵ / ₈	2 ⁵ / ₈	4 ³ / ₈	4 ³ / ₈
do 18...	2 to 2 ¹ / ₄	1 ³ / ₄ to 2	2 ³ / ₄	2 ¹ / ₂	5	4 ³ / ₈	2 ⁵ / ₈	2 ⁵ / ₈ to 2 ¹ / ₄	4 ³ / ₈	4 ³ / ₈
do 25...	2	1 ³ / ₄	3	2 ³ / ₄	5 ¹ / ₄	5	2 ⁵ / ₈	2 ⁵ / ₈ to 2 ¹ / ₄	5 ¹ / ₂	4 ³ / ₈ to 5 ¹ / ₂
Aug. 1...	2 ¹ / ₄ to 2 ¹ / ₂	2 to 2 ¹ / ₄					3 ¹ / ₄	3 ¹ / ₄	6 ¹ / ₄ to 6 ¹ / ₂	6 to 6 ¹ / ₄
do 8...	3 to 3 ¹ / ₄	2 ³ / ₄ to 3	4 ³ / ₈	4 ¹ / ₂	7 ¹ / ₂	7	3 ³ / ₄ to 3 ¹ / ₂	3 ¹ / ₄	7 to 7 ¹ / ₂	7 to 7 ¹ / ₂
do 15...	2 ³ / ₄ to 2 ³ / ₂	2 ¹ / ₂	4 ³ / ₈	4 ¹ / ₂	7 ¹ / ₂	7	3 ³ / ₄ to 3 ¹ / ₂	3 ¹ / ₄	7 to 7 ¹ / ₂	6 ³ / ₄ to 6 ¹ / ₂
do 22...	2 ¹ / ₂ to 2 ³ / ₄	2 ¹ / ₂ to 2 ¹ / ₂	4 ³ / ₈	4 ¹ / ₂	7 ¹ / ₂	6 ³ / ₄	3 ³ / ₄ to 3 ¹ / ₂	3 ¹ / ₄	7 ¹ / ₂ to 7 ¹ / ₂	6 ³ / ₄ to 6 ³ / ₄
do 29...	2 ¹ / ₂ to 2 ³ / ₄	2 ¹ / ₂ to 2 ³ / ₄	4 ³ / ₈	4 ¹ / ₂	7 ¹ / ₂	7	4	3 ¹ / ₄	7 ¹ / ₂ to 8 ¹ / ₂	6 ³ / ₄ to 7 ¹ / ₂
Sept. 5...	3 to 3 ¹ / ₄	2 ¹ / ₂ to 3	4 ³ / ₈	4 ¹ / ₂	7 ¹ / ₂	7	4	3 ¹ / ₄	7 ¹ / ₂ to 8 ¹ / ₂	7 to 7 ¹ / ₂
do 12...	3 ¹ / ₄ to 3 ³ / ₄	3	4 ³ / ₈	4 ¹ / ₂	7 ¹ / ₂	7	4 ¹ / ₄	3 ¹ / ₄	8 ¹ / ₂ to 8 ¹ / ₂	7 ¹ / ₂ to 7 ¹ / ₂
do 19...	3 ¹ / ₄ to 3 ³ / ₄	3 ¹ / ₄	5 ¹ / ₂	5 ¹ / ₄	8	7 ¹ / ₂	4	3 ¹ / ₄	8 ¹ / ₂ to 8 ¹ / ₂	7 ¹ / ₂ to 7 ¹ / ₂
do 26...	3 ¹ / ₄ to 3 ³ / ₄	3 to 3 ³ / ₄					4 ¹ / ₄	3 ¹ / ₄	8 ¹ / ₂ to 8 ¹ / ₂	7 ¹ / ₂ to 8 ¹ / ₂
Oct. 3...	2 ³ / ₄ to 3	2 ¹ / ₂	4 ¹ / ₄	3 ³ / ₄	7	6 ¹ / ₂	4 ³ / ₈	4	8 ¹ / ₂ to 8 ¹ / ₂	7 ¹ / ₂ to 7 ¹ / ₂
do 10...	2	1 ³ / ₄					4 ³ / ₈	4	7 ¹ / ₂ to 7 ¹ / ₂	6 ³ / ₄ to 6 ³ / ₄
do 17...	2	1 ³ / ₄					4 ³ / ₈	4	7 ¹ / ₂ to 7 ¹ / ₂	6 ³ / ₄ to 6 ³ / ₄
do 24...	2	1 ³ / ₄					4 ³ / ₈	4	7 ¹ / ₂ to 7 ¹ / ₂	6 ³ / ₄ to 6 ³ / ₄
do 31...	2 ¹ / ₂ to 2 ³ / ₄	2 ¹ / ₂ to 2 ³ / ₄					4 ¹ / ₄	3 ¹ / ₄	7 ¹ / ₂ to 7 ¹ / ₂	7 to 7 ¹ / ₂
Nov. 7...	3 to 4	2 ³ / ₄ to 3 ³ / ₄					4	3 ¹ / ₄	7 ¹ / ₂ to 8 ¹ / ₂	7 ¹ / ₂ to 8 ¹ / ₂
do 14...	4 to 4 ¹ / ₄	4					3 ⁷ / ₈	3 ¹ / ₄	8 ¹ / ₂ to 9	8 ¹ / ₂ to 8 ¹ / ₂
do 21...	4 ¹ / ₄	4 ¹ / ₄					4	3 ¹ / ₄	9 ¹ / ₂	8 ¹ / ₂ to 8 ¹ / ₂
do 28...	4 ¹ / ₄ to 4 ¹ / ₂	4 to 4 ¹ / ₂								

* Ogdensburg rates $\frac{1}{2}$ cent above Kingston.

LAKE (STEAM) AND RAIL FREIGHTS, SEASON OF 1891.

The following shows the weekly range of Freights on Flour, Wheat and Corn by Steam, Chicago to Buffalo or Erie, and thence by Rail.

Week ending	To Buffalo.			To New York.			To Boston.			To Philadelphia.			To Baltimore.		
	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.	Flour, per barrel.	Wheat, per bushel.	Corn, per bushel.
April 4.....	20	24	1 1/2	40	8 1/2	7 1/2	50	11	9 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 11.....	20	2	1 1/2	40	8 1/2	7 1/2	50	11	9 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 18.....	20	2	1 1/2	40	8 1/2	7 1/2	50	11	9 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 25.....	20	2	1 1/2	40	8 1/2	7 1/2	50	11	9 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
May 2.....	20	2	1 1/2	40	8 1/2	7 1/2	50	10 1/2	9 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 9.....	20	2	1 1/2	40	8 1/2	7 1/2	50	9 1/2	9	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 16.....	20	1 1/2	1	40	8 1/2	7 1/2	50	9 1/2	9	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 23.....	20	1 1/2	1	40	8 1/2	7 1/2	50	9 1/2	9	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 30.....	20	1	1	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
June 6.....	20	1 1/2	1 1/2	30	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 13.....	20	1 1/2	1 1/2	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 20.....	20	1 1/2	1 1/2	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 27.....	20	1 1/2	1 1/2	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
July 4.....	20	1 1/2	1 1/2	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 11.....	20	1 1/2	1 1/2	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 18.....	20	2	1 1/2	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 25.....	20	2	2	40	7 1/2	6 1/2	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 1.....	20	2 1/2	2	40	8	7	50	9 1/2	8 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
Aug. 8.....	20	3 1/2	3	35	8 1/2	7 1/2	45	10 1/2	9 1/2	31	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 15.....	20	3	2 1/2	35	9 1/2	8 1/2	45	11	10	31	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 22.....	20	3 1/2	3	40	9 1/2	8 1/2	50	11	10	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 29.....	20	3 1/2	3	40	9 1/2	8 1/2	50	11	10	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
Sept. 5.....	20	3 1/2	3	40	9 1/2	8 1/2	50	11	10	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 12.....	20	3 1/2	3	40	9 1/2	8 1/2	50	11 1/2	10 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 19.....	20	3 1/2	3 1/2	40	9 1/2	8 1/2	50	12 1/2	11 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 26.....	20	4	3 1/2	40	9 1/2	8 1/2	50	12 1/2	11 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
Oct. 3.....	20	4	3 1/2	40	9 1/2	8 1/2	50	13	12	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 10.....	20	3 1/2	3	40	8 1/2	7 1/2	50	11	10	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 17.....	20	2 1/2	2	40	8	7	50	11	10	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 24.....	20	2 1/2	2	40	8	7	50	11	10	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 31.....	20	2 1/2	2 1/2	40	8	7	50	11 1/2	11	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
Nov. 7.....	20	3	2 1/2	40	9	8 1/2	50	12	11 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 14.....	20	4 1/2	4	40	9 1/2	8 1/2	50	12	11 1/2	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 21.....	20	4 1/2	4	40	10	9 1/2	50	12 1/2	12	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
do 28.....	20	4 1/2	4	40	10	9 1/2	50	12 1/2	12	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.
Dec. 5.....	20	5 1/2	5	40	10	9 1/2	50	12 1/2	12	36	Not quoted.	Not quoted.	34	Not quoted <i>via</i> the W. T. Co.	cts.

FREIGHT RATES.

GRAIN, CHICAGO TO BUFFALO.

Year.	Wheat.	Year.	Wheat.
1877.....	3·7 cents.	1886.....	3·6 cents.
1878.....	3·1 "	1887.....	4·1 "
1879.....	4·7 "	1888.....	2·7 "
1880.....	5·7 "	1889.....	2·5 "
1881.....	3·2 "	1890.....	1·9 "
1882.....	2·5 "	1891.....	2·5 "
1883.....	3·5 "		
1884.....	2·1 "	Average, 15 years. <u>3·2</u> "	
1885.....	2·0 "		

The handling charge on grain borne by the vessel is \$3.50 to \$4 per 1,000 bushels.

Rate of Freight per bushel on Corn from Chicago to Buffalo, 1890.

Date.	Rate.	Date.	Rate.
	Cents.		Cents.
March 7.....	2 $\frac{1}{4}$	July 24.....	1 $\frac{1}{2}$
do 14.....	3 $\frac{1}{4}$	do 25.....	1 $\frac{3}{4}$
do 23.....	3 $\frac{3}{4}$	do 30.....	1 $\frac{1}{2}$
April 3.....	3 $\frac{1}{4}$	do 31.....	1
do 5.....	2 $\frac{1}{4}$	August 1.....	1 $\frac{1}{4}$
do 11.....	2 $\frac{1}{4}$	do 9.....	1 $\frac{3}{4}$
do 14.....	2 $\frac{1}{4}$	do 16.....	1 $\frac{1}{4}$
do 15.....	2	September 5.....	1 $\frac{3}{4}$
do 25.....	1 $\frac{3}{4}$	do 12.....	1 $\frac{1}{4}$
do 26.....	1 $\frac{1}{2}$	do 29.....	2
do 28.....	1 $\frac{1}{4}$	October 14.....	1 $\frac{1}{2}$
do 30.....	1 $\frac{3}{4}$	do 16.....	1 $\frac{1}{4}$
May 2.....	1 $\frac{3}{4}$	do 22.....	1 $\frac{1}{4}$
do 3.....	1 $\frac{1}{2}$	do 25.....	1 $\frac{1}{2}$
do 20.....	1 $\frac{1}{4}$	November 6.....	1 $\frac{1}{4}$
do 27.....	1 $\frac{1}{2}$	do 18.....	1 $\frac{1}{2}$
June 5.....	1 $\frac{3}{4}$	do 19.....	1 $\frac{3}{4}$
do 10.....	2	do 20.....	1 $\frac{1}{2}$
do 27.....	2 $\frac{1}{4}$	do 21.....	2
do 28.....	2 $\frac{1}{2}$	do 28.....	3
July 8.....	2	December 3.....	3
do 23.....	1 $\frac{1}{2}$		

1891.

April 10.....	2	September 12.....	3
do 17.....	1 $\frac{3}{4}$	do 15.....	2 $\frac{1}{4}$
May 2.....	1 $\frac{1}{2}$	do 25.....	3
do 8.....	1 $\frac{1}{4}$	do 28.....	2 $\frac{3}{4}$
do 9.....	1 $\frac{1}{2}$	do 30.....	2 $\frac{1}{4}$
do 13.....	1	October 3.....	2 $\frac{1}{4}$
June 29.....	1 $\frac{1}{4}$	do 5.....	1 $\frac{3}{4}$
July 7.....	1 $\frac{3}{4}$	do 23.....	2
do 13.....	1 $\frac{1}{2}$	do 26.....	2 $\frac{1}{4}$
do 14.....	1 $\frac{3}{4}$	do 30.....	2 $\frac{3}{4}$
do 28.....	2 $\frac{1}{4}$	do 31.....	2 $\frac{1}{4}$
do 30.....	2 $\frac{3}{4}$	November 4.....	3 $\frac{1}{4}$
do 31.....	3	do 5.....	3 $\frac{1}{4}$
August 7.....	2 $\frac{3}{4}$	do 6.....	4
do 10.....	2 $\frac{1}{2}$	do 12.....	3 $\frac{3}{4}$
do 11.....	2 $\frac{1}{4}$	do 19.....	4 $\frac{1}{2}$
do 14.....	2 $\frac{1}{2}$	do 21.....	4 $\frac{1}{4}$
September 2.....	2 $\frac{1}{4}$	do 28.....	4 $\frac{1}{2}$
do 4.....	3	December 2.....	4 $\frac{1}{2}$
do 10.....	3 $\frac{1}{4}$		

Averages of daily Rates for the past six Years.

1886.....	3·4 cents per bushel.	1889.....	2·25 cents per bushel.
1887.....	3·9 do do	1890.....	1·88 do do
1888.....	2·5 do do	1891.....	2·13 do do

RATE of Freight per bushel on Wheat from Duluth to Buffalo, 1890.

Date.	Rate.	Date.	Rate.
	Cents.		Cents.
March 28.	3 ³ / ₄	June 27....	2 ¹ / ₂
April 11.....	3 ¹ / ₂	July 8.....	2 ³ / ₄
do 23.....	3 ¹ / ₄	do 10.....	2 ³ / ₄
May 7.....	3	do 30.....	2 ¹ / ₂
do 10.....	2 ¹ / ₂	September 15.....	2 ³ / ₄
do 13.....	3	do 22.....	2 ³ / ₄
June 3.....	2 ³ / ₄	November 15.....	3
do 5.....	2 ¹ / ₂	do 22.....	4
do 13.....	2 ¹ / ₄	do 24.....	4 ¹ / ₂
do 14.....	2	do 26.....	5
do 21.....	2 ¹ / ₂	do 28.....	5 ¹ / ₂
do 24.....	2 ³ / ₄		

1891.

March 16	2 ¹ / ₂	October 6.....	3 ¹ / ₄
do 18	2 ³ / ₄	do 8	3
do 24.....	2 ¹ / ₂	do 10.....	2 ³ / ₄
April 22	2 ¹ / ₄	do 19.....	2 ³ / ₄
May 9.....	2	do 20.....	3
do 16.....	1 ³ / ₄	do 21.....	3 ¹ / ₂
do 18.....	1 ¹ / ₂	do 26.....	4
do 20.....	1 ¹ / ₄	November 2	4 ¹ / ₂
June 9.....	1 ³ / ₄	do 3.....	5
do 12.....	1 ¹ / ₂	do 5.....	5 ¹ / ₂
do 13.....	2	do 6.....	6
July 7.....	2 ¹ / ₄	do 7.....	7
do 13.....	2 ¹ / ₂	do 9.....	7 ¹ / ₂
August 1.....	3	do 19.....	8
do 5.....	3 ¹ / ₂	do 20.....	8 ¹ / ₂
do 6.....	3 ¹ / ₄	do 21.....	9 ¹ / ₂
September 8.....	3 ¹ / ₄	do 23.....	9 ¹ / ₂
do 10.....	3 ³ / ₄	do 25.....	9 ¹ / ₂
do 15.....	4	do 28.....	9 ¹ / ₂
do 28.....	3 ¹ / ₂		

Average daily rate in 1890.....	2·8 cents per bushel.
do do 1891.....	3·15 do

COAL FREIGHT RATES.

SOFT COAL, OHIO PORTS TO PORTS NAMED.

Year.	Chicago.	Milwaukee.	Escanaba.	Duluth.
1885.....	\$0 67	\$0 63	\$0 51	\$0 49
1886.....	0 89	0 83	0 60	0 78
1887.....	1 11	1 06	0 72	0 89
1888.....	0 92	0 84	0 61	0 66
1889.....	0 59	0 54	0 49	0 52
1890.....	0 66	0 64	0 45	0 49
1891.....	0 58	0 61	0 52	0 49
Average, seven years..	<u>0 77</u>	<u>0 74</u>	<u>0 56</u>	<u>0 62</u>

HARD COAL, BUFFALO TO PORTS NAMED.

Year.	Chicago.	Duluth.
1885.....	\$0 71	\$0 52
1886.....	0 87	0 62
1887.....	1 05	0 70
1888.....	0 86	0 65
1889.....	0 52	0 41
1890.....	0 62	0 43
1891.....	0 56	0 29
Average, seven years.....	<u>0 74</u>	<u>0 52</u>

Coal is shipped net tons and handled in all cases without charge to the vessel.

Annual average canal freight rates on Wheat and the tolls on Wheat from Buffalo to New York, and the elevating and storage rates at Buffalo for each year from 1870 to 1891, inclusive.

[Prepared by Mr. William Thurstone, Secretary of the Buffalo Merchants' Exchange.]

Year.	Average Canal Freight Rates.	Tolls.	Elevating, including Storage. a.	Year.	Average Canal Freight Rates.	Tolls.	Elevating, including Storage. a.
	Cents.	Cents.	Cents.		Cents.	Cents.	Cents.
1870	11·2	3·1	1·25	1881.....	4·7	1·	8·75
1871	12·6	3·1	1·25	1882.....	5·4	1·	8·75
1872	13·	3·1	1·25	1883.....	4·9	.....	8·75
1873	11·4	3·1	1·25	1884.....	4·2	.....	8·75
1874	10·	3·1	1·25	1885.....	3·8	.....	8·75
1875	7·9	2·	1·	1886.....	5·	.....	8·75
1876	6·6	2·	1·	1887.....	4·5	.....	8·75
1877	7·4	1·	1·	1888.....	3·4	.....	8·75
1878	6·	1·	1·	1889.....	4·8	.....	8·75
1879	6·8	1·	1·	1890.....	3·8	.....	8·75
1880	6·5	1·	1·	1891.....	3·5	.....	8·75

a. Storage varied ; 5 to 10 days limit.

Annual average freight rates per bushel of Wheat for transportation from Chicago to New York for each year from 1857 to 1891, inclusive.

[Prepared by Mr. J. C. Brown, Statistician, New York Produce Exchange.]

CALENDAR YEAR.	AVERAGE RATE PER BUSHEL.			CALENDAR YEAR.	AVERAGE RATE PER BUSHEL.		
	By Lake and Canal a.	By Lake and Rail.	By all Rail.		By Lake and Canal a.	By Lake and Rail.	By all Rail.
	Cents.	Cents.	Cents.		Cents.	Cents.	Cents.
1857.....	25·29	.....	.....	1875.....	11·43	14·6	24·1
1858.....	16·28	.....	.....	1876.....	9·58	11·8	16·5
1859.....	17·59	.....	.....	1877.....	11·24	15·8	20·3
1860.....	24·83	.....	.....	1878.....	9·15	11·4	17·7
1861.....	26·55	.....	.....	1879.....	11·60	13·3	17·3
1862.....	26·33	.....	.....	1880.....	12·27	15·7	19·9
1863.....	22·91	.....	.....	1881.....	8·19	10·4	14·4
1864.....	28·36	.....	.....	1882.....	7·89	10·9	14·6
1865.....	26·62	.....	.....	1883.....	8·37	11·5	16·5
1866.....	29·61	.....	.....	1884.....	6·31	9·55	13·125
1867.....	22·36	.....	.....	1885.....	5·87	9·02	14·00
1868.....	22·79	29·0	42·6	1886.....	8·71	12·00	16·50
1869.....	25·12	25·0	35·1	1887.....	8·51	12·00	16·33
1870.....	17·10	22·0	33·3	1888.....	5·93	11·00	14·50
1871.....	20·24	25·0	31·0	1889.....	6·89	13·70	15·00
1872.....	24·47	28·0	33·5	1890.....	5·85	8·50	14·31
1873.....	19·19	26·9	33·2	1891.....	.....	.....	.....
1874.....	14·10	16·9	28·7				

a. Including canal tolls until 1882, but not Buffalo transfer charges. b. Averages of officially published tariffs.

ANNUAL average through Freight Rates on Grain, Flour and Provisions (per 100 lbs.), from Chicago to European Ports, by all
Rail to Sea-board and thence by Steamers, from 1880 to 1891.

(Prepared by Secretary of the Board of Trade, Chicago.)

Shipped to	Articles.	1891.	1890.	1889.	1888.	1887.	1886.	1885.	1884.	1883.	1881.	1880.
Liverpool	Grain	\$ 4075	\$ 3187	\$ 3958	\$ 3490	\$ 3487	\$ 3672	\$ 2943	\$ 4428	\$ 3647	\$ 3718	\$ 4022
do	Sacked flour	4187	3625	4102	3371	3491	3420	2587	2982	4030	3499	5423
do	Provisions	5531	5109	5746	3747	4073	4415	3508	4074	5183	4070	6871
Glasgow.	Grain	4425	3550	4075	3605	3705	3910	3228	2641	3932	3932	3932
do	Sacked flour	4469	4188	4425	3579	3968	3951	3443	2811	4400	4400	5651
do	Provisions	5953	5833	6142	4658	4855	5329	4086	4789	5361	5361	6732
London.	Grain	4250	3550	.....	3802	3945	4086	2921	2783	3620	3620	4276
do	Sacked flour	4328	4047	4510	3776	3784	4021	3171	3825	4276	4276	5550
do	Provisions	5953	5813	6196	4570	4781	5471	4046	4891	5550	5550	7885
Antwerp.	do	5250	4688	6094	4472	4961	5219	4327	5373	6295	5708	7885
Hamburg	do	5250	5250	6262	5426	5229	5154	3842	5434	6279	5471	.....
Amsterdam	do	6000	5000	6500	5426	5525	5562	4383	5434	6083	6083	.....
Rotterdam	do	6000	5000	6500	5426	5508	5562	4383	5434	6083	6083	.....
Copenhagen	do	6375	5813	6492	5483	5508	5169	4951	5434	7158	4951	.....
Stockholm	do	6938	6094	7500	6671	5865	5543	5468	5908	8255	5468	.....
Stettin	do	6375	6813	6492	5483	5508	5833	5210	5422	7420	5422	.....
Bordeaux	do	7500	6650	7491	5821	6021	5708	5066	5003	6432	.....	.....

THE UNITED STATES IN-TRANSIT TRADE.

The in-transit and transshipment transactions of 1891 were distributed as to countries and ports as follows:—

Of the value of merchandise received from British North America, amounting to \$19,780,470, \$15,310,945 came from the Provinces of Quebec, Ontario, Manitoba and the North-West Territory, and \$4,469,525 from other British Possessions. The receipts from Europe and the United Kingdom amounted to \$26,413,597, of which \$20,879,851 came from the United Kingdom, and \$5,533,746 from Europe. The receipts from the West Indies were valued at \$7,964,459, of which those from Cuba amounted to \$6,977,901. Merchandise valued at \$1,060,449 was received from Asia and Oceanica.

Of the shipments from the United States, \$27,883,023 were destined for British North America, of which \$21,695,992 was shipped to the Provinces of Quebec, Ontario, Manitoba and the North-West Territory. The shipments to Europe amounted to \$16,863,334, of which \$11,968,808 were destined for the United Kingdom. The shipments to Mexico amounted to \$5,052,318, and to the West Indies to \$4,788,720.

The value of receipts of in-transit merchandise at leading ports of entry were as follows:—At New York, \$27,049,802; Portland, Me., \$9,173,932; Boston, \$3,338,852; New Orleans, \$2,585,589; San Francisco, \$1,092,518; Galveston, \$552,063; and at Northern Border and Lake ports, \$10,366,810.

THE CARRYING TRADE IN UNITED STATES VESSELS.

The value of merchandise transported in the carrying trade of the United States during the year ending June 30, 1891, is shown as follows:—

CARRIED IN.	Imports.	EXPORTS.			In Transit and Transshipment Trade <i>a</i> .	Total Foreign Commerce.	Per Cent.
		Domestic.	Foreign.	Total.			
	\$	\$	\$	\$	\$	\$	
Cars and other land vehicles.....	40,932,755	30,116,869	1,806,570	31,923,439	46,852,199	119,708,393	6.49
<i>American Vessels.</i>							
Steam.....	74,211,783	42,967,198	1,411,341	44,378,539	13,712,753	132,303,075	7.17
Sail.....	53,259,895	33,938,428	651,080	34,589,508	350,269	88,199,672	4.79
Total.....	127,471,678	76,905,626	2,062,421	78,968,047	14,063,022	220,502,747	11.96
<i>Foreign Vessels.</i>							
Steam.....	620,656,640	675,537,455	7,947,369	683,484,824	44,376,077	1,348,517,541	73.11
Sail.....	55,855,123	89,710,333	394,167	90,104,500	786,480	146,746,103	7.96
Total.....	676,511,763	765,247,788	8,341,536	773,589,324	45,162,557	1,495,263,644	81.07
Nationality and motive power of vessels not known.....					8,918,056	8,918,056	.48
Grand Total.	844,916,196	872,270,283	12,210,527	884,480,810	114,995,834	1,844,392,840	100.00

a. Received and shipped.

Of the entire value of our foreign commerce, including that of the in-transit trade during the last fiscal year, amounting to \$1,844,392,840, 6·49 per cent was carried in cars and other land vehicles; 7·17 per cent in American steam vessels; 4·79 per cent in American sailing vessels; 73·11 per cent in foreign steam vessels; 7·96 per cent in foreign sailing vessels, and ·48 per cent in vessels of which the nationality and motive power were unknown.

Our foreign commerce carried in home vessels, measured by its value, has declined from its highest point, 75 per cent in 1856, to 11·96 per cent during the last fiscal year, while 81·07 per cent was carried in foreign vessels.

Only 7·17 per cent of our foreign trade was conducted in steamers bearing our national flag, while 73·11 per cent of that trade with all its profits from employment of capital and labour was conducted in alien steam vessels. The constant and rapid decline of our share of the transportation of the commodities exchanged between this and foreign countries will be seen by reference to Appendix No. 5.

TONNAGE ENTERED AND CLEARED IN THE FOREIGN TRADE OF THE UNITED STATES.

The tonnage entered at ports of the United States in the foreign trade during the year ended June 30, 1891, as compared with 1890 was as follows:—

	1890.		1891.		INCREASE—DECREASE—	
	Number.	Tons.	Number.	Tons.	Tons.	Per Cent.
<i>Entered at Sea Ports.</i>						
American—						
Sailing.....	3,338	1,394,665	3,152	1,336,468	-58,197	-4·17
Steam.....	2,096	2,009,919	2,626	2,333,904	+323,985	+16·10
Total.....	5,434	3,404,584	5,778	3,670,372	+265,788	+7·81
Foreign—						
Sailing.....	6,959	3,071,111	6,812	2,942,115	-128,996	-4·20
Steam.....	5,814	8,889,909	5,607	8,782,124	-107,785	-1·21
Total.....	12,773	11,961,080	12,419	11,724,239	-236,781	-1·98
Total entered at Sea Ports...	18,207	15,365,604	18,197	15,394,611	+29,007	+0·19
<i>Entered at Lake Ports.</i>						
American.....	5,783	678,537	5,268	710,432	+31,895	+4·70
Foreign.....	9,458	2,063,120	9,113	2,099,252	+36,132	+1·75
Total entered at Lake Ports.	15,241	2,741,657	14,381	2,809,684	+68,027	+2·48

ELEVATOR CAPACITY, RECEIPTS AND RATES AT BUFFALO.

The following statement gives the names and storage capacity in bushels of the 33 available grain elevators at the Port of Buffalo, and also the names of 12 transfer and floating elevators, which practically have no storage room :—

Elevators.	Capacity.	Elevators.	Capacity.
	Bushels.		Bushels.
Bennett.....	800,000	Niagara, B.....	1,200,000
Brown.....	250,000	Niagara, C.....	200,000
C. J. Wells.....	550,000	Ontario.....	440,000
City, A.....	600,000	Queen City, A, B and C.....	450,000
City, B.....	800,000	Richmond.....	250,000
Coatsworth.....	1,200,000	Schreck.....	50,000
Con'g Terminal.....	950,000	Sturges.....	300,000
Dakota.....	850,000	Swiftsure.....	150,000
Erie.....	720,000	Watson.....	600,000
Evans.....	400,000	Wheeler.....	350,000
Exchange.....	500,000	Wilkeson.....	400,000
Frontier.....	650,000	William Wells.....	200,000
International.....	650,000		
Flaxseed.....	65,000	Total bushels.....	15,000,000
Lake Shore.....	300,000	Less about 15 per cent needed as working room.....	2,250,000
Lyon.....	100,000		
Marine.....	125,000	Total available storage capacity.....	12,750,000
National.....	100,000		
Niagara, A.....	800,000		

The 33 elevators named above have capacity for elevating about 250,000 bushels per hour, or 6,000,000 bushels per day of 24 hours.

Transfer Elevators—Hefford's, Chicago, Fulton, Horton, Merchants, North-west, Western Transit.

Floating Elevators—Cyclone, Buffalo, Free Canal, Free Trade, Ira Y. Munn, Marquette.

GRAIN AND FLAXSEED RECEIPTS.

The following statement shows the actual amount of lake grain and flaxseed handled during the past season at Buffalo:—

	Bushels.
Western Elevating Company.....	130,253,138
Cyclone Floating Elevator.....	2,500,000
Hefford Elevator.....	1,200,000
National Elevator.....	582,800
Flaxseed Elevator.....	124,677
Cargoes afloat, 30th December, 1891.....	543,928
Total grain and flaxseed.....	135,204,543
Total as per Custom House reports.....	135,315,510

ELEVATING AND STORAGE RATES.

All of the elevators named above, receiving grain from vessels, belong to the Western Elevating Company, whose charges for elevating and storage were as follows, for the year 1891:—

Elevating, receiving, weighing and delivering, $\frac{5}{8}$ cent per bushel; storage each 10 days or part thereof, $\frac{1}{4}$ cent; no grain received for direct transfer, the vessel paying only the actual cost of shovelling. The charge for loading cars was $\frac{1}{4}$ cent per bushel, including trimming.

The Cyclone and Hefford's elevators charged $\frac{3}{8}$ cent per bushel for direct transfer from vessel to canal boat.

WINTER STORAGE.

After 10th November, 1891, for each ten days or part thereof, $\frac{1}{4}$ cent per bushel until such charge, accumulated after the first ten days, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation in 1892. On all grain in store before 10th November, $\frac{1}{4}$ cent per bushel for each ten days or part thereof, until such charge, accumulated after 10th November, shall amount to 2 cents per bushel; then free until five days after the opening of canal navigation.

RATES ON CAR GRAIN.

The Niagara, International, Lake Shore, Queen City, Exchange, and Ontario elevators made charges as follows:—

Elevating from cars, including shovelling and storage for five days, $\frac{1}{2}$ cent per bushel; storage each succeeding ten days or part thereof, $\frac{1}{4}$ cent; delivering to side bins, $\frac{1}{4}$ cent; delivering to cars and switching to eastern roads, $\frac{1}{4}$ cent; blowing and cleaning, $\frac{1}{4}$ cent; grading and cleaning, 1 cent; separating and cleaning, 2 cents; running over and cooling, $\frac{1}{4}$ cent; storing hot or damaged grain, commencing three days after same has been posted, $\frac{1}{8}$ cent per bushel per day.

HOUSE OF REPRESENTATIVES, 52ND CONGRESS, 1ST SESSION.—REPORT NO. 185.

Water-way from Head of Lake Superior to the Sea.

Mr. Lind, from the Committee on Interstate and Foreign Commerce, submitted the following report (to accompany H. Res. 11):—

8th February, 1892.

The Committee on Interstate and Foreign Commerce, to whom was referred the joint resolution (H. Res. 11) to promote the improvement of the water-way from the head of Lake Superior, by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea, respectfully report:—

The value and extent of the commerce of the Great Lakes has been so frequently commented upon in this body of late years, that it is not deemed necessary to quote figures or statistics to demonstrate its importance. Forming, as they do, the boundary line, in part, of eight of the larger States, the Great Lakes furnish a highway for the interchange of the productions of those commonwealths, that has no parallel in any other country. Thus far the traffic upon them has been confined almost wholly to the trade with Canada and the internal commerce between the States. The recent development of the untold resources of the great North-West has, however, made the productions of that region not only a vital part of our internal commerce, but the leading factor of our foreign trade. To facilitate the internal commerce, by affording better facilities in the way of improved harbours, lights, and deepening the canals, Congress has not hesitated to vote appropriations by millions. Its action in this behalf has met the approval of the country.

Your committee believes that it is now equally important to facilitate and take the proper steps to secure a deep-water outlet for the foreign commerce originating in the States bordering on, and tributary to these waters.

Public interest in this subject is evidenced by the action of conventions and commercial bodies, as well as by the several propositions submitted to Congress, looking to the opening of adequate water-ways between the lakes and the ocean. The impracticability of deepening or improving the Erie Canal so as to admit the passage of ocean-going crafts seems to be admitted on all sides. But it is claimed, however, by persons who are competent to express opinions on the subject, that it is

feasible to construct a canal from Oswego to the Hudson of sufficient size and depth to furnish deep-water passage from the lakes to the sea. That this may be true, and that the work may be undertaken, if practicable, is earnestly hoped for by all who are interested in the development of our means of communication. It stands admitted, however, that this project, in connection with the proposed Niagara Canal, would require decades for its execution and an amount of money variously estimated from \$40,000,000 to \$100,000,000.

Pending the consideration of this plan, and its execution if adopted, it seems to your committee that the great interests under consideration should be served by other available means if such are at hand or within our reach. Nature has provided an outlet by means of the St. Lawrence River, which needs but comparatively little improvement to make the great lakes as available to the commerce of the world as they now are to the internal commerce of the United States and of Canada. On the practicability of the St. Lawrence route for that purpose we quote from a letter to this committee, written by Col. O. E. Poe, in charge of the construction of the new canal at Sault Ste. Marie, in response to a reference of this resolution to the War Department, as follows:—

“The Welland and St. Lawrence Canals undoubtedly occupy the most favourable, and therefore the best line of water communication between the lakes and the ocean. A deep water way can be opened by their route at less cost than by any other, and there can be no question as to its advantages in an engineering point of view.

“It must be assumed that the Dominion of Canada is fully aware of the great advantage which so favourable a route affords, and will be loath to enter into any arrangement by which this advantage would be divided with another power. However, such questions belong to the domain of diplomacy, and it is probable that I am not expected to discuss them. So far as communication between the lakes and the countries beyond the Atlantic is concerned, every argument favours the proposition of this Bill.”

Our neighbours on the north have already improved this natural outlet by the construction of the Welland Canal between lakes Erie and Ontario, and the series of shorter canals along the St. Lawrence. These canals cover the entire distance where canals are required between Lake Erie and the sea. Their aggregate length is only 70 miles, while the Erie Canal is 363 miles long.

In pursuance of plans adopted by the Canadian Government for uniformity of depth, the Welland has been deepened to 14 feet, and the work is in progress on the other canals with the prospect of completion within three years if the necessary appropriations are made. The magnitude and importance of the work already done is made evident by the fact that the steamer “Wetmore,” carrying some 80 000 bushels of wheat, went through from Duluth to Liverpool last season by lightening her cargo, in passing down that portion of the St. Lawrence River at which the canals have not yet been deepened. This trip, though largely experimental, proved remunerative to the owners of the vessel. The rate paid from Duluth to Liverpool was 9½ cents per bushel, exclusive of the charges for transhipment to lighten the vessel, which was 3 cents per bushel.

This demonstrates that, with the completion of the improvements now in progress, steamers of the size and capacity of the “Wetmore” can be dispatched from points on the great lakes to any port in the world, provided we can use the canals in common with the Canadians. If the canals were further deepened so as to correspond with the new “Soo” Canal, Duluth, Milwaukee, Chicago, Cleveland and Buffalo would enjoy all the advantages of seaboard cities with reference to foreign trade.

While we are now enjoying the use of these Canadian canals, as the Canadians are ours, we should not lose sight of the fact that such enjoyment is not based on permanent treaty rights.

Under the provisions of Article XXXIII of the treaty of Washington our right to use the Welland and St. Lawrence canals may be terminated on two years’

notice, and it will be remembered that President Cleveland's administration claimed that the article in question has already been abrogated, so that we are now using those canals by sufferance only. For these reasons it is deemed important by this Committee that appropriate action should be taken by this Government to secure by a fair arrangement with the Canadians the permanent right to use these canals for our commerce, in common with and on the same terms as the citizens of that country.

It also appears to your Committee that the present time is exceedingly opportune for urging such action in behalf of the commerce of the great lakes. It is reported that representatives of the Canadian Government will shortly arrive in this city to negotiate with our Government for closer trade relations between the two countries.

Your Committee therefore recommend the passage of the joint resolution.

52ND CONGRESS,
1ST SESSION.

H. RES. 11.

[Report No. 185.]

IN THE HOUSE OF REPRESENTATIVES.

JANUARY 5, 1892.

Read twice, referred to the Committee on Interstate and Foreign Commerce, and ordered to be printed.

FEBRUARY 8, 1892.

Referred to the House Calendar and ordered to be printed.

Mr. Lind introduced the following joint resolution :—

JOINT RESOLUTION

To promote the improvement of the water way from the head of Lake Superior by way of the Welland and St. Lawrence Canals and St. Lawrence River to the sea.

“ Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the President of the United States be, and he is hereby, requested to invite negotiations with the Government of the Dominion of Canada to secure the speedy improvement of the Welland and St. Lawrence Canals and the St. Lawrence River so as to make them conform in depth and navigability, so far as practicable, to the standard adopted by the Government of the United States for the improvements now in progress within the United States of the waters connecting the Great Lakes; and to that end the President is hereby authorized, if he deems expedient, to appoint three commissioners to negotiate on behalf of the United States with the representatives of the Government of the Dominion of Canada the terms and conditions of any agreement which may be entered into between the two governments in pursuance of any proposition submitted in that behalf by the Government of the Dominion of Canada.”

No. 1.—Total Values of Merchandise received from British North America for Immediate Transit across United States Territory, or for Immediate Transshipment in Ports of the United States to British North America, and so shipped, during each year from 1873 to 1890, inclusive.

YEAR ENDING JUNE 30TH,	COUNTRIES FROM WHICH RECEIVED.					COUNTRIES TO WHICH SHIPPED.				
	British North America.					British North America.				
	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, On- tario, Mani- toba and the North- West Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.	Nova Scotia, New Brunswick, and Prince Edward Island.	Quebec, On- tario, Mani- toba and the North- West Terri- tories.	British Columbia.	Newfound- land and Labrador.	Total.
1873	\$ 495,289	\$ 12,894,164	\$ 5,240	\$	\$ 13,394,693	\$ 5,282,290	\$ 21,320,174	\$ 181,720	\$	\$ 26,784,184
1874	449,655	13,616,344	97,691	...	14,163,690	7,150,036	19,843,169	317,534	...	27,310,739
1875	443,570	17,342,933	256,074	...	18,042,577	8,999,596	20,283,639	517,060	...	29,800,295
1876	261,443	22,134,275	195,047	1,137	22,591,902	9,102,600	14,658,358	658,836	94	24,419,888
1877	160,658	12,092,619	218,418	...	12,471,695	2,873,422	15,551,238	544,018	2,475	18,977,153
1878	163,978	11,627,114	412,966	...	12,204,058	951,268	11,436,470	524,013	934	12,912,685
1879	194,129	11,606,832	280,079	55	12,081,095	889,539	11,520,877	476,824	2,347	12,889,587
1880	215,131	16,782,315	137,271	...	17,134,717	1,643,716	14,866,663	531,436	288	17,042,103
1881	171,383	16,758,108	72,555	...	17,002,046	1,778,836	20,857,827	719,268	333	23,356,204
1882	164,990	28,265,083	113,018	87	28,543,178	2,732,665	34,003,845	855,784	1,190	37,595,484
1883	561,791	29,204,031	36,973	25	29,802,820	2,455,537	35,878,389	971,367	7,335	39,312,568
1884	656,233	12,574,953	188,041	...	13,419,227	1,740,900	19,717,466	1,475,833	5,186	22,939,385
1885	933,806	12,280,483	308,691	633	13,523,613	1,635,442	16,448,942	1,615,293	781	19,700,458
1886	1,165,973	9,303,864	359,104	32,079	10,861,020	2,040,298	16,369,429	1,825,178	6,174	20,241,079
1887	1,684,730	9,606,175	213,816	...	11,504,721	1,621,748	19,930,296	1,635,841	70	22,187,955
1888	1,523,048	6,417,701	372,934	27,134	8,542,817	1,781,028	13,459,169	370,322	1,137	15,611,656
1889	2,596,233	8,355,178	294,859	89,853	11,336,123	2,484,787	18,993,957	665,527	2,704	22,146,975
1890	3,070,657	12,449,772	306,897	174,584	16,001,910	5,277,210	21,140,198	913,106	4,690	27,335,204
1891	3,859,079	15,310,945	422,806	187,640	19,780,470	5,605,614	21,695,992	547,144	34,273	27,883,023

No. 2.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In-transit and Transshipment Trade of the United States with the British North American Possessions during the Year ended 30th June, 1891.

COUNTRIES FROM WHICH RECEIVED.						COUNTRIES TO WHICH SHIPPED.					
CUSTOMS DISTRICTS INTO WHICH RECEIVED.	Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ontario and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	British West Indies.	CUSTOMS DISTRICTS FROM WHICH SHIPPED.	Nova Scotia, New Brunswick and Prince Edward Island.	Quebec, Ontario and the North-West Territories.	British Columbia.	Newfoundland and Labrador.	British West Indies.
<i>Received into—</i>	\$	\$	\$	\$	\$	<i>Shipped from—</i>	\$	\$	\$	\$	\$
Alaska, Alaska.	1,040	54,461	64,982			Alaska, Alaska.	94		64,982		
Baltimore, Md.	2,916,373	50				Baltimore, Md.	49	2,916,151			220
Boston and Charlestown, Mass.	278,482	218,490			574	Boston and Charlestown, Mass.	302,597	2,507,544			24,796
Buffalo Creek, N. Y.		321,641				Buffalo Creek, N. Y.	8,375	2,241		365	31,863
Champlain, N. Y.		69,634				Champlain, N. Y.					1,359
Detroit, Mich.		28,151				Detroit, Mich.		22,433	5,718		
Duluth, Minn.		160,799				Duluth, Minn.		148,798	12,001		
Huron, Mich.		996,214				Huron, Mich.		670,578	325,636		
Minnesota, Minn.		420,291				Minnesota, Minn.	95,003	416,713	3,578		
New York, N. Y.	627,619	2,160	2,000	187,640	813,882	New York, N. Y.	445,947	10,000,519	87,959	1,963	1,781,289
Niagara, N. Y.		2,759,530				Niagara, N. Y.		9,086		12,428	51,032
North and South Dakota.		133,229				North and South Dakota.	799	133,229			8,089
Oswegatchie, N. Y.		46,626				Oswegatchie, N. Y.					4,501
Pasamquoddy, Me.	31,640					Pasamquoddy, Me.	115				146
Philadelphia, Pa.	2,605	81,612				Philadelphia, Pa.		4,949			
Portland and Falmouth, Me.	1,320	4,587,362				Portland and Falmouth, Me.	3,733,444	4,579,898	19		
Puget Sound, Wash.			1,852			San Diego, Cal.					
San Francisco, Cal.			353,972			San Francisco, Cal.	1,019,191	204,763	47,251		
Vermont, Vt.		5,430,695				Vermont, Vt.		920		19,517	15,556
Total.	3,859,079	15,310,945	422,806	187,640	814,456	Total	5,005,614	21,695,992	547,144	34,273	1,918,851

No. 3.—TOTAL VALUES of Merchandise Received from the Principal and other Foreign Countries for Immediate Transit across United States Territory or for Immediate Transshipment in Ports of the United States to other Foreign Countries, and so Shipped, for each Year from 1868 to 1891, inclusive.

Year ending June 30.	Countries from which Received.					Countries to which Shipped.					Total Value of Merchandise Received and Shipped.		
	Great Britain and Ireland.					Other Countries.							
	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.	Great Britain and Ireland.	Germany.	British North American Possessions.	Mexico.	Cuba.		Other Countries.	
1868.	10,664,576	132,074	4,804,209	14,907	4,263,621	1,576,157	2,025,023	3,212,123	14,375,419	481,643	116,521	1,304,875	21,515,604
1869.	10,891,698	150,382	5,852,678	60,715	2,373,474	1,767,037	2,693,525	1,547,602	15,033,321	448,300	72,875	1,299,861	21,095,984
1870.	10,210,455	302,806	7,215,973	103,977	3,309,227	2,049,422	2,946,053	2,116,249	16,680,037	321,331	135,915	983,275	23,191,860
1871.	13,473,915	322,110	7,954,060	344,179	1,367,573	1,913,200	4,031,319	1,033,307	18,406,475	346,872	343,224	1,211,840	23,373,037
1872.	17,633,231	227,232	9,276,169	174,104	2,227,422	1,847,162	2,743,494	3,603,819	24,042,790	358,151	179,570	1,797,496	31,385,320
1873.	19,144,815	250,704	13,394,693	286,607	5,737,904	1,284,462	5,144,175	5,622,325	26,784,184	235,113	319,771	1,993,617	40,099,181
1874.	18,832,900	211,907	14,103,690	151,920	4,563,869	926,390	5,391,201	3,806,642	27,310,739	665,214	520,493	1,096,387	38,850,676
1875.	18,657,276	325,648	18,042,577	115,527	1,759,308	1,785,947	7,229,912	1,495,285	29,800,245	1,155,604	248,358	757,429	40,686,283
1876.	14,304,197	290,489	22,591,902	226,315	2,962,963	1,686,789	11,791,200	2,458,558	24,419,888	1,129,440	600,061	1,103,508	42,062,655
1877.	13,732,085	337,897	12,471,695	158,852	1,095,451	1,460,793	7,758,501	1,108,298	18,977,153	329,577	306,311	776,933	29,256,773
1878.	10,084,510	378,768	12,204,058	146,822	3,041,957	1,481,033	9,577,050	2,905,230	12,912,685	316,664	319,611	1,305,908	27,337,148
1879.	8,795,340	521,917	12,081,095	222,320	1,954,042	1,521,153	8,175,951	2,252,572	12,899,587	330,968	174,757	1,272,032	25,065,807
1880.	10,311,139	620,704	17,134,747	239,655	3,606,099	1,942,405	10,856,579	3,658,477	17,042,103	300,148	224,848	1,775,594	33,857,749
1881.	14,898,052	721,844	17,002,046	217,444	2,642,550	2,222,122	9,122,079	2,729,246	23,356,264	671,008	177,340	1,648,121	37,704,048
1882.	18,911,637	755,560	28,543,178	380,100	5,662,926	3,812,058	11,592,806	5,336,361	37,595,484	800,025	319,257	2,421,526	58,065,439
1883.	20,242,222	1,149,195	29,802,820	281,369	3,126,069	4,276,712	11,089,865	2,758,994	39,312,568	2,282,473	352,552	3,081,875	58,878,327
1884.	14,036,694	948,901	13,419,227	408,124	3,655,568	4,345,878	5,288,389	2,960,488	29,939,385	2,748,434	221,061	2,651,635	36,814,392
1885.	11,064,186	1,140,548	13,523,613	308,293	4,853,351	3,545,544	7,235,519	3,771,524	19,700,458	1,262,515	119,376	2,346,146	34,436,538
1886.	13,142,414	1,462,414	10,861,020	216,078	6,797,879	4,558,229	8,510,097	3,803,566	20,241,079	1,279,399	452,700	2,751,421	37,038,264
1887.	17,977,200	1,670,952	11,504,721	111,635	6,780,853	4,720,760	10,052,219	4,353,912	22,187,355	2,002,476	608,121	3,561,358	42,766,121
1888.	13,707,240	1,817,511	8,342,817	120,497	4,820,846	4,534,298	6,853,195	2,531,043	15,611,656	3,766,180	563,539	3,997,596	33,343,209
1889.	19,680,647	2,582,456	11,336,123	296,654	4,654,736	5,032,610	9,233,659	4,581,004	22,146,975	4,781,110	892,158	5,768,287	47,403,253
1890.	20,664,427	2,735,546	16,002,384	639,050	9,759,256	5,898,763	10,656,465	5,097,434	27,333,678	4,944,149	1,215,399	6,450,301	55,691,426
1891.	20,879,851	2,819,238	19,780,470	565,338	6,977,901	6,475,119	11,968,808	3,640,940	27,883,023	5,052,318	906,851	7,985,977	57,497,917

FOREIGN COMMERCE OF THE UNITED STATES.

No. 4.—STATEMENTS showing the Total Value of Imports and Exports of Merchandise and of Gold and Silver Coin and Bullion into and from the United States, by Countries and Customs Districts, during the Year ended 30th June, 1891.
IMPORTS AND EXPORTS OF MERCHANDISE BY COUNTRIES.

Order by magnitude of ports.	COUNTRIES.	IMPORTS.			DOMESTIC EXPORTS.			FOREIGN EXPORTS.			TOTAL IMPORTS AND EXPORTS.		
		Value.	Per cent of total of group.	Per cent of im-ports.	Value.	Per cent of total of group.	Per cent of to-tal of domestic exports.	Value.	Per cent of total of group.	Per cent of to-tal of foreign exports.	Value.	Per cent of total of group.	Per cent of im-ports and exports.
		\$			\$			\$			\$		
1	EUROPE. Great Britain and Ireland.....	194,723,262	42·39	23·05	441,599,807	63·30	50·62	3,814,219	53·09	31·26	640,137,288	54·99	37·01
	BRITISH NORTH AMERICAN POSSESSIONS.												
1	Quebec, Ontario, Manitoba and the North-West Territories.....	29,680,751	75·26	3·51	30,402,648	81·34	3·49	1,697,368	80·81	13·67	61,780,767	78·29	3·57
2	Nova Scotia, New Brunswick and Prince Edward Island.....	6,808,635	17·26	0·81	3,771,313	10·09	0·43	270,258	12·94	2·21	10,850,206	13·75	0·63
3	British Columbia.....	2,598,396	6·60	0·31	1,878,652	5·12	0·22	127,539	6·11	1·21	4,604,587	5·88	0·27
4	Newfoundland and Labrador.....	346,753	0·88	0·04	1,292,902	3·45	0·15	3,075	0·14	0·03	1,642,730	2·08	0·09
	Total.....	39,434,535	100·00	4·67	37,345,515	100·00	4·29	2,098,240	100·00	17·12	78,873,290	100·00	4·56

FOREIGN CARRYING TRADE.

No. 5.—VALUES of the Imports and Exports of the United States carried respectively in cars and other land vehicles, in American vessels and in foreign vessels during each Fiscal Year, from 1857 to 1891, inclusive, with the percentage carried in American vessels (coin and bullion are included from 1857 to 1879, inclusive, as method of transportation of specie and merchandise cannot be separately stated).

Year ending June 30,	IMPORTS.			EXPORTS.			TOTAL IMPORTS AND EXPORTS.				Percentage carried in American vessels.
	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	In cars and other land vehicles	In American vessels.	In Foreign vessels.	Total.	
1857	259,116,170	\$	101,773,971	\$	251,214,857	111,745,825	\$	510,331,027	213,519,796	723,850,823	70.5
1858	203,700,016		78,913,134		243,491,288	81,153,133		447,191,304	100,066,267	607,257,571	73.7
1859	216,123,432		122,644,702		249,617,953	107,171,509		465,741,381	229,816,211	695,557,592	66.9
1860	228,164,855		134,001,399		279,082,902	121,039,394		500,247,737	255,040,793	762,288,550	66.5
1861	201,544,055		134,106,098		179,972,733	69,372,180		381,516,788	203,478,278	584,995,066	65.2
1862	92,274,100		113,497,629		125,421,318	101,171,667		217,635,418	218,015,296	435,710,714	50.0
1863	109,744,580		143,173,340		132,127,891	199,886,691		241,872,471	343,056,031	584,928,502	51.4
1864	248,350,818		81,212,077		102,849,409	237,442,780		184,001,486	483,793,548	669,855,034	27.5
1865	74,385,116		174,170,336		93,017,756	262,839,588		167,402,872	437,010,124	604,412,996	27.7
1866	112,040,395		333,471,763		213,671,466	351,754,928		325,711,861	685,926,691	1,010,938,552	32.2
1867	117,209,536		300,622,635		180,625,368	280,708,368		297,834,904	581,330,403	879,165,307	33.9
1868	122,965,225		248,659,583		175,106,348	301,886,491		297,981,573	550,546,074	848,527,647	35.1
1869	136,802,024		300,512,231		153,154,718	285,979,781		289,956,772	586,492,012	876,448,784	33.6
1870	153,237,077		309,140,510		199,732,324	329,786,978		352,969,401	638,927,488	991,896,889	35.6
1871	163,285,710		363,020,644		7,798,156	190,378,462		353,664,172	755,822,576	1,132,472,258	31.2
1872	17,635,681		445,416,783		10,015,080	392,801,932		27,650,770	839,346,362	1,212,328,233	28.5
1873	17,070,548		471,806,765		171,566,758	494,915,886		27,869,978	966,723,651	1,340,899,221	25.8
1874	14,513,335		460,320,135		174,424,216	533,885,949		23,022,540	939,206,106	1,312,680,640	26.7
1875	13,083,859		382,949,568		7,304,356	501,888,949		20,388,235	884,788,517	1,119,434,544	25.8
1876	12,148,667		321,139,500		6,324,487	492,215,487		18,473,154	811,076,171	1,142,994,312	27.2
1877	10,697,640		329,565,833		6,707,170	530,354,703		17,464,810	859,920,536	1,194,045,627	26.5
1878	12,465,999		307,407,565		166,551,624	569,583,564		20,177,364	876,991,129	1,210,519,399	25.9
1879	11,983,823		310,499,599		7,439,892	600,709,633		27,423,083	911,269,232	1,202,798,609	22.6
1880	15,142,465		503,494,913		5,838,928	720,770,521		20,981,393	1,224,265,434	1,503,503,409	17.18
1881	17,193,213		491,840,269		8,259,308	116,955,324		25,452,521	1,269,002,983	1,545,041,974	16.22
1882	22,854,946		571,517,802		12,118,371	96,962,919		34,973,317	1,212,978,789	1,475,181,831	15.40
1883	23,003,048		564,175,576		104,418,210	694,331,348		48,092,892	1,258,506,024	1,547,020,316	15.54
1884	20,140,294		512,511,192		26,573,774	615,287,007		46,714,068	1,127,798,199	1,408,221,302	16.60
1885	21,149,476		443,513,801		82,001,691	636,004,765		46,332,775	1,073,518,566	1,319,717,084	14.76
1886	24,555,683		491,937,636		78,406,680	581,973,477		43,700,350	1,073,911,113	1,314,960,966	15.01
1887	27,562,059		543,392,216		72,991,253	621,802,292		194,356,746	1,163,194,508	1,408,592,979	13.80
1888	32,209,459		528,522,357		67,332,175	606,474,964		54,356,827	1,214,697,321	1,419,917,621	13.40
1889	38,227,861		580,782,910		22,147,368	636,942,660		66,664,378	1,127,063,541	1,487,533,027	13.77
1890	40,621,361		623,740,100		77,502,138	747,376,644		73,576,263	1,371,116,744	1,647,139,693	12.29
1891	40,932,755		676,511,763		78,968,047	773,589,324		72,856,194	1,450,101,087	1,729,397,006	11.94

Notes.—1. The amounts carried in cars and other land vehicles, were not separately stated prior to July 1, 1870. 2. Exports are stated in mixed gold and currency values from 1862 to 1879, inclusive.

No. 6.—STATEMENT showing the Total Values of Foreign Merchandise transported in the In Transit and Transshipment Trade of the United States with the British North American Possessions during each year from 1871 to 1890.

Year ending 30th June.	Received for transit and transshipment from British North American Possessions.			Shipped in transit to or transshipment for British North American Possessions.		
	By Land.	By Water.	Total.	By Land.	By Water.	Total.
	\$	\$	\$	\$	\$	\$
1871.....	6,035,585	1,918,475	7,954,060	15,624,591	2,781,884	18,406,475
1872.....	8,237,859	1,038,310	9,276,169	19,357,342	4,685,448	24,042,790
1873.....	11,700,787	1,693,906	13,394,693	20,178,666	6,605,518	26,784,184
1874.....	12,695,590	1,468,100	14,163,690	20,572,299	6,938,440	27,510,739
1875.....	16,890,022	1,152,555	18,042,577	23,794,129	6,006,166	29,800,295
1876.....	21,391,262	1,290,640	22,591,902	19,369,958	5,049,930	24,419,888
1877.....	10,835,642	1,636,053	12,471,695	17,066,855	1,910,298	18,977,153
1878.....	10,314,534	1,889,524	12,204,058	11,914,321	998,364	12,912,685
1879.....	10,098,998	1,982,097	12,081,095	12,030,635	858,952	12,889,587
1880.....	15,265,177	1,869,570	17,134,747	16,388,673	653,430	17,042,003
1881.....	15,200,967	1,801,079	17,002,046	22,828,270	527,994	23,356,264
1882.....	24,665,029	3,878,149	28,543,178	36,613,465	982,019	37,595,484
1883.....	26,382,370	3,420,450	29,802,820	38,389,318	923,250	39,312,568
1884.....	13,043,498	375,729	13,419,227	22,120,587	818,798	22,939,385
1885.....	12,755,686	767,927	13,523,613	19,105,476	594,982	19,700,458
1886.....	9,593,344	1,267,676	10,861,020	19,428,867	812,212	20,241,079
1887.....	9,377,041	2,127,680	11,504,721	20,178,365	2,009,590	22,187,955
1888.....	6,309,024	2,033,793	8,342,817	13,347,876	2,063,780	15,411,656
1889.....	8,303,171	3,032,952	11,336,123	19,299,966	2,849,263	22,149,229
1890.....	13,524,298	2,477,612	16,001,910	24,788,152	2,547,052	27,335,201

NOTE.—This movement forms no part of the import and export trade.

No. 7.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, Exported from the United States through British Columbia *via* the Canadian Pacific Railway to China and Japan during the Year ended 30th June, 1891.

(From Reports furnished by the Canadian Pacific Railroad.)

Articles.	Weight.	Ports from which shipped into Canada.	Weight.
	Lbs.		Lbs.
Apples.....	3,250	Portland, Oregon.....	15,400,053
Belting.....	8,220	Lowell, Mass.....	6,053,251
Bones.....	40,180	New York, N.Y.....	2,411,837
Books.....	29,517	Manchester, N.H.....	1,780,669
Carbons.....	125	Nashua, N.H.....	1,337,188
Celluloid.....	2,117	Biddeford, Me.....	1,174,340
Chairs.....	180	Tacoma, Wash.....	687,140
Chemicals—		Chicago, Ill.....	398,512
Ginseng.....	39,125	Chicopee, Mass.....	241,455
Other.....	1,683	San Francisco, Cal.....	200,000
Cigars and cigarettes.....	443	Walla Walla, Wash.....	199,920
Clocks.....	120	Schenectady, N.Y.....	128,530
Cotton, raw.....	448,100	Boston, Mass.....	40,044
Cotton, manufactures of.....	12,185,489	Cleveland, Ohio.....	24,170
Crockery.....	180	Lawrence, Mass.....	14,690
Electric goods.....	19,136	Syracuse, N.Y.....	10,000
Flannels.....	338,388	Erie, Pa.....	7,910
Flour.....	16,422,521	Rochester, N.Y.....	3,480
Hams and bacon.....	960	Saint Paul, Minn.....	2,240
Hay.....	7,310	Providence, R.I.....	1,030
Hoofs.....	141,254	Port Townsend, Wash.....	800
Household effects.....	3,013	Philadelphia, Pa.....	713
Ink.....	1,180		
Iron and steel, manufactures of :—			
Castings.....	56,415		
Firearms.....	270		
Hardware.....	126		
Machinery.....	283,409		
Wire.....	46,963		
Lamps.....	350		
Lead pencils.....	627		
Missionary goods.....	3,470		
Musical instruments.....	350		
Oil, lubricating.....	950		
Photographic goods.....	1,070		
Plumbago.....	437		
Shoes.....	800		
Twine.....	350		
Wax.....	1,260		
Wood, manufactures of.....	1,540		
Merchandise, not specified.....	27,094		
Total.....	30,117,972	Total.....	30,117,972

No. 8.—STATEMENT showing the Kinds and Weights of Commodities Imported into the United States, through British Columbia *via* the Canadian Pacific Railway, from China and Japan, during the Year ended 30th June, 1891.

(From reports furnished by the Canadian Pacific Railroad.)

Articles.	Weight.	Ports into which Imported.	Weight.
	Lbs.		Lbs.
Bulbs	280	New York, N.Y.	9,386,239
Cigars	2,141	Chicago, Ill.	6,364,444
Curios	137,760	Portland, Oreg.	937,442
Fire crackers	721,840	Port Townsend, Wash.	329,349
Furs	2,640	St. Paul, Minn.	317,512
Hemp	279,000	Seattle, Wash.	258,360
do manufactures.	221,357	Boston, Mass.	116,971
Matting	7,356	Astoria, Oreg.	105,875
Paper	3,306	Baltimore, Md.	63,914
Personal effects	5,380	Tacoma, Wash.	46,350
Printed matter.	140	Minneapolis, Minn.	25,917
Rice	3,441,227	Philadelphia, Pa.	20,430
Robes	2,829	Hartford, Conn.	17,091
Satins	4,560	Toledo, Ohio.	16,371
Silk braids	10,240	Omaha, Neb.	14,150
do raw	700,378	Springfield, Mass.	13,990
Skins	1,060	Detroit, Mich.	13,780
Sugar	65,660	All other ports.	21,584
Tea	11,728,024		
Toys	1,350		
Merchandise not described.	733,247		
Total	18,069,769	Total	18,069,769

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, shipped from Neche, N. Dak., and the Total Weight of Commodities received at Ogdensburg, N.Y., for Transportation *via* the Canadian Pacific Railway to Ports of the United States Pacific Coast, during the year ending 30th June, 1891.

Articles.	Weight.	Articles.	Weight.
	Lbs.		Lbs.
From Neche—		From Neche— <i>Continued.</i>	
Animals—horses	2,000	Earthen, stone and chinaware.	75,640
Art works—paintings	2,280	Eggs	1,200
Bones, horns, &c.	24,500	Fancy articles, not specified.	54,205
Books and other printed matter.	11,314	Flax, hemp and jute, manufactures—	
Brass, and manufactures of	17,161	Cordage	5,634
Breadstuffs—		Twine	26,097
Oatmeal	69,180	All other	43,140
Other	345,050	Fruits, preserved—	
Brooms and brushes	28,570	Canned	22,100
Carriages, horse cars, &c.	3,540	Other	24,532
Cars, passenger and freight	360,000	Glass and glassware—	
Chemicals, drugs, &c.—		Window-glass	2,180
Ashes, pot and pearl	7,545	Other	54,399
Medicines, proprietary	76,819	Glucose	133,800
Barks	930	Hair, manufactures of	5,310
Clocks	1,172	India-rubber, manufactures of	33,661
Copper, manufactures of	660	Ink, printers', and other	870
Cotton, manufactures of—		Instruments, scientific	31,215
Cloth, coloured	97,324	Iron and steel, and manufactures—	
do uncoloured	45,148	Band, hoop and scroll iron.	24,370
Wearing apparel	5,860	Castings	2,280
All other	19,250	Cutlery	12,500

No. 9.—STATEMENT showing the Kinds and Weights of Commodities, the Produce and Manufacture of the United States, &c.—*Continued.*

Articles.	Weight.	Articles.	Weight.
From Neche— <i>Continued.</i>	Lbs.	From Neche— <i>Continued.</i>	Lbs.
Iron and steel, and manufactures—		Provisions—	
Firearms	952	Lard	48,550
Locks, hinges and other builders' hardware	430,802	All other	84,910
Machinery, not specified	11,866	Dairy products—	
Nails and spikes	373,957	Butter	20,753
Printing presses	9,780	Milk	344,350
Railroad cars, of steel	1,374,178	Soap, fancy and other	82,169
Saws and tools	54,447	Spices, ground	10,550
Sewing machines	122,790	Spirits, whiskey	100,835
Steam engines—		Starch	25,910
Locomotive	60,000	Sugar and molasses—	
Stationary	34,173	Molasses	72,809
Stoves	263,505	Sugar, brown	28,530
Wire	425,730	Tin, manufactures of	102,970
All other manufactures	3,985,275	Tobacco—	
Jewellery	210	Cigars and cigarettes	5,146
Lamps, chandeliers, &c.	300	Other manufactures	199,836
Lead, manufactures of	290	Toys	4,479
Leather, and manufactures of—		Vegetables—	
Leather, finished, and other	18,800	Peas and beans	20,000
Boots and shoes	48,404	Canned	20,700
Harness and saddles	4,015	Other	28,315
Other manufactures of	4,576	Wood, and manufactures of—	
Lime and cement	680	Boards	312,045
Malt liquors	262,900	Staves	43,080
Marble, stone, and manufactures of	1,240	Doors, sash and blinds	49,800
Matches	4,400	Moldings	35,100
Musical instruments—		Household furniture	553,697
Organs	19,950	Woodenware	271,577
Pianofortes	35,190	Other manufactures of	95,510
Other	270	Wool, manufactures of—	
Oils—		Carpets	14,255
Mineral, illuminating	67,500	Blankets and flannels	1,650
Whale or fish	4,000	Wearing apparel	217,432
Other	240	All other	678
Paints and Colours	10,678	All other unmanufactured articles not specified	62,042
Paper—		All other manufactured articles not specified	343,925
Writing	92,700		
Other	470,855	Total	13,201,784
Provisions—		From Ogdensburg, N. Y.	4,269,410
Meat products—		Total shipped West	17,471,194
Hams	106,580		
Pork	27,530		

Shipped for transportation to—	Lbs.
San Francisco, Cal.	11,273,379
Seattle, Wash. Ter.	1,675,974
Anacortes, Wash.	1,520,373
Port Townsend, Wash.	1,029,435
Fair Haven, Wash.	952,652
Sehome, Wash.	557,525
Whatcome, Wash.	208,168
Tacoma, Wash.	158,925
Portland, Oreg.	24,260
All other ports	70,503
Total	17,471,194

No. 10.—STATEMENT of the Quantity and Value of Merchandise received at Neche, N. Dak., and Ogdensburg, N.Y., from United States ports on the Pacific Coast, and of Merchandise shipped from San Francisco, Cal., and Port Townsend, Wash., for eastern ports of the United States, over the Canadian Pacific Railway for the Year ending 30th June, 1891.

(The data reported under "Shipped from" are furnished by the Canadian Pacific Railroad, while those under "Received at" were taken from official returns of the respective Collectors of Customs.)

Articles.	Shipped from San Francis- co, Cal.	Shipped from Port Towns- end, Wash.	Received at Neche, N. Dak.		Received at Ogdensburg, N. Y.	
			Quantity.	Value.	Quantity.	Value.
	Lbs.	Lbs.		\$		\$
Beans and pease.....	161,106					
Books		950		100		
Boots and shoes		370				
Borax	Lbs. 156,972		123,661	6,800		
do	Brls.		93			
Dry goods.....	Lbs.				2,535	
Fruits, canned.....	" 328,626	100			247,154	16,140
do	"				50,400	
Glassware.....	990					990
Hair, deers.....	Lbs. 8,459		4,229	381		
Hoofs.....	24,500					
Household goods.....	Lbs.	3,310	2,920	310		
Leather	25,641					
Leather scraps.....	43,260					
Machinery, not specified.....	1,100					50
Salmon, canned	Lbs. 491,560	51,310	306,300		251,170	13,640
do	"		231,000	13,200	21,200	
Salmon, other	Brls.		70			
Spirits, brandy.....	22,350					
do	Brls.		51	2,481		
Sewing machines.....	No.		2			
Seal skins		25,000				31,000
Shingles.....		1,282,050				
do	M.		4,468	8,295		
do	Bundles.		6,471	3,364		
do	"		995			
Sugar, refined	Lbs. 82,870		62,470	4,565		
do	"		20,400			
Trees.....		800				
Wine	Doz. 115,635				1,060	17,050
do	"				350	
do	Brls.				8	160
Wood, manufacturers— Barrels		19,140				
Wool, raw	165,930					
Total	1,628,999	1,383,030				

NOTE.—There were received at Plattsburg, N.Y., during the year 80 barrels of salmon for which no value was given.

TABLES

SHOWING THE

TONNAGE ON THE CANALS.

C.—TABLE showing the Tonnage of the undermentioned Articles, moved

YEARS.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Vegetable Food.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869.....	71,051	670,534	256,475	99,012	92,309	13,489	99,743
1870.....	54,978	658,524	193,129	123,191	117,941	19,520	127,727
1871.....	41,211	748,549	672,057	113,992	129,891	34,563	109,935
1872.....	20,534	403,903	902,753	120,061	92,959	13,357	120,753
1873.....	19,307	803,064	637,296	70,586	70,023	30,160	114,735
1874.....	29,134	772,163	519,203	98,654	59,408	8,215	280,821
1875.....	17,635	744,293	282,031	104,475	62,717	8,309	86,090
1876.....	9,290	416,376	365,254	96,494	52,147	19,949	104,783
1877.....	8,923	448,043	723,458	139,453	66,045	35,948	77,114
1878.....	5,904	844,555	734,993	89,534	85,029	64,613	88,106
1879.....	7,164	949,466	621,180	96,144	23,164	59,210	77,071
1880.....	8,266	966,052	1,156,619	106,247	20,893	26,340	86,673
1881.....	6,926	444,832	475,823	81,587	30,321	15,484	61,588
1882.....	9,372	642,215	251,687	96,650	22,180	43,372	53,300
1883.....	9,047	573,740	522,978	58,787	51,607	95,246	67,595
1884.....	7,251	790,409	198,216	65,008	52,696	71,462	51,944
1885.....	6,869	565,922	359,982	64,587	8,234	10,211	47,505
1886.....	9,005	993,129	354,765	62,854	7,278	3,073	59,782
1887.....	4,089	936,840	446,617	75,458	35,365	6,717	47,678
1888.....	3,287	491,419	499,218	41,100	70,315	12,532	49,087
1889.....	4,429	484,141	592,550	66,110	63,674	36,329	49,663
1890.....	3,489	353,738	616,702	90,754	48,438	21,657	33,123
1891.....	3,126	756,101	142,141	71,903	16,362	68,771	33,951

on all Canals in the State of New York, during a series of Twenty-two Years.

HEAVY GOODS.						
Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1,302,613	137,677	79,652	263,333	1,324,408	183,992	1,989,062
1,295,010	135,930	89,708	266,740	1,558,185	238,802	2,289,365
1,850,198	178,269	100,310	248,709	1,194,037	289,952	2,011,277
1,674,320	161,667	96,996	248,558	1,462,590	377,592	2,347,403
1,745,171	53,363	62,581	216,706	1,625,859	415,968	2,374,477
1,767,598	24,511	82,955	173,590	1,413,162	232,544	1,926,762
1,305,550	36,603	95,305	186,785	1,217,091	283,219	1,819,003
1,064,293	11,691	69,450	114,070	1,036,698	173,530	1,405,439
1,498,984	10,341	58,828	156,918	1,286,881	250,573	1,763,541
1,912,734	8,385	65,642	139,927	889,873	210,078	1,313,905
1,833,399	27,634	99,568	136,021	971,074	314,411	1,548,708
2,371,090	94,613	139,993	144,487	959,342	370,884	1,709,319
1,116,561	78,650	205,005	113,756	1,092,003	337,873	1,827,287
1,118,776	58,921	122,786	108,040	1,228,435	364,361	1,882,543
1,379,000	46,553	47,412	190,392	1,152,849	293,892	1,731,098
1,236,986	28,513	54,471	161,788	954,288	201,610	1,400,670
1,063,310	12,215	38,726	161,272	1,025,941	195,750	1,433,904
1,489,886	10,878	152,030	112,002	857,884	269,914	1,402,708
1,552,764	21,368	224,979	124,054	905,424	243,578	1,539,403
1,166,958	2,596	43,881	106,344	1,219,680	259,269	1,631,770
1,296,896	3,278	78,135	112,100	1,094,897	234,948	1,523,358
1,167,901	5,800	26,804	93,181	830,154	202,072	1,157,291
1,092,355	1,960	36,770	81,232	881,502	215,686	1,217,150

D.—TABLE showing the Tonnage of the undermentioned Articles, moved through

YEAR.	VEGETABLE FOOD.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	45,674	313,825	120,599	20,951	.....	904	1,937
1872	26,651	239,998	254,902	6,035	7,752	64	2,745
1873	30,665	355,847	180,169	8,225	1,194	3	3,777
1874	24,019	413,212	181,151	18,871	5,954	513	8,677
1875	13,964	253,835	103,749	35,751	3,383	917	6,337
1876	15,778	201,906	144,501	18,455	24,496	1,454	3,198
1877	13,558	253,953	169,196	19,870	2,810	2,439	2,355
1878	9,121	191,982	185,931	10,979	3,088	.....	2,302
1879	10,710	274,570	144,506	4,655	1,239	440	2,444
1880	12,679	242,020	163,738	17,772	477	1,016	1,480
1881	9,959	127,832	101,075	24,509	.....	1,844	2,086
1882	12,261	215,056	54,799	20,126	611	3,226	403
1883	13,471	152,794	182,269	10,436	731	1,642	10,983
1884	13,683	144,851	118,811	7,155	10,746	1,320	9,168
1885	13,334	124,206	117,536	15,801	1,116	.....	1,912
1886	19,474	154,169	219,442	1,595	4,911	564	14,657
1887	23,949	221,927	114,938	9,574	12,050	.....	12,533
1888	16,983	160,963	194,886	5,906	26,629	811	13,608
1889	7,931	126,664	353,595	4,272	28,356	2,673	18,552
1890	14,461	118,002	327,394	10,830	27,728	1,549	20,876
1891	13,517	198,658	185,180	8,113	52,959	65,888	28,042

*Fiscal.

the Welland Canal, during a series of Twenty-one Years ended 31st December, 1891.

HEAVY GOODS.							
Total.	Railway Iron.	Other Iron.	Salt.	Iron and Salt having paid full Tolls on St. Lawrence Canals.	Coal.	Ores.	Total.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
503,860	68,064	16,924	91,575	37,153	103,126	58,781	275,623
538,147	26,217	17,141	50,540	44,243	186,932	98,605	423,678
579,880	6,923	20,754	40,850	17,157	339,016	118,685	543,387
647,397	6,032	12,068	23,309	9,579	323,503	56,825	431,316
417,936	1,517	7,588	13,509	9,962	321,306	43,683	397,565
409,788	51	7,997	30,300	20,327	288,211	81,654	378,540
464,181	9,630	9,696	9,173	3,983	323,869	42,758	399,109
403,403	10	11,518	3,980	12,686	295,318	15,229	338,741
438,564	2,782	5,797	7,174	17,796	192,957	19,164	245,670
442,182	5,360	4,812	413	22,273	109,986	34,139	176,983
269,395	4,585	7,013	10	30,682	128,113	18,785	189,188
306,482	...	5,348	50	17,327	237,559	23,700	283,984
373,326	1,237	7,922	66	17,037	307,058	31,785	365,105
305,734	698	652	461	3,242	274,471	53,205	332,729
273,905	78	2,055	597	14,243	248,272	26,728	291,973
414,812	166	6,123	48	12,324	271,356	27,447	317,464
394,971	1,351	5,636	.....	6,715	145,193	13,866	172,761
419,786	93	3,220	316	13,617	223,871	16,872	257,989
542,043	47	2,479	1,254	20,269	268,305	2,435	294,789
519,291	.....	753	1,027	28,047	202,384	8,138	240,349
367,177	127	1,610	2,567	7,953	224,644	3,415	240,316

E.—TABLE showing the Tonnage of the undermentioned Articles cleared at Buffalo and Tonawanda, for transit through the Erie Canal, for a series of twenty-three years.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	5,609	490,904	219,874	1,978	63,728	2,150	2,193	786,436	.....	.....
1870.....	8,258	502,158	165,577	19,944	89,156	10,593	6,906	802,592	2·05	.....
1871.....	5,607	570,849	579,709	19,810	106,391	27,622	5,705	1,315,693	67·59	...
1872.....		330,032	866,169	41,515	73,572	5,900	88	1,317,276	67·50	.....
1873.....	6	737,167	611,675	8,636	51,615	22,441	634	1,432,174	82·10	.....
1874.....		650,161	459,728	3,192	44,079	112	237	1,157,509	47·18	.....
1875.....	5,859	695,315	273,006	1,156	36,609	2,242	3,372	1,017,559	29·38	.....
1876.....	231	377,317	356,064	6,334	24,488	12,205	4,691	783,331	...	0·39
1877.....	1,710	398,416	709,723	26,351	52,559	27,365	4,976	1,223,100	55·52	.....
1878.....	987	775,953	718,714	21,665	69,256	51,064	6,662	1,644,301	109·08	...
1879.....	1,239	892,404	602,171	7,193	14,537	40,471	7,528	1,565,543	99·07	.....
1880.....	2,743	897,603	131,857	434	16,154	12,137	4,256	2,065,184	162·06	.....
1881.....	1,491	386,605	458,318	86	24,751	107	7,484	878,842	11·75	.....
1882.....	1,123	586,019	241,406	1,858	9,046	19,158	6,216	864,826	9·96	.....
1883.....	538	535,150	517,219	6,816	47,190	79,010	6,051	1,191,974	51·06	...
1884.....	520	767,784	194,368	4,910	47,060	57,856	4,411	1,078,909	37·18	.....
1885.....	323	540,533	356,737	3,317	5,610	6,405	5,427	918,352	14·36	...
1886.....	488	955,851	351,272	6,799	5,180	.....	4,001	1,353,591	72·11	.....
1887.....	334	914,152	438,069	15,207	32,907	4,612	44,693	1,449,984	85·64	.....
1888.....	534	469,965	494,110	6,589	68,922	10,997	1,717	1,052,854	33·87	.....
1889.....	845	457,922	579,526	16,380	61,175	34,167	5,160	1,155,175	46·88	.....
1890.....	195	329,531	498,641	58,563	45,202	16,903	4,362	953,397	21·23	...
1891.....	1,071	733,967	137,679	43,779	14,803	66,278	2,594	1,000,171	.....	.....

SUPPLEMENT to Table E, showing the shipments at Oswego during the same period.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles	Total.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.		
1869.....	7,361	141,360	28,585	66,794	1,113	8,569	14,033	267,815	.....	.....
1870.....	11,440	115,732	10,120	77,906	3,953	7,402	11,628	238,181	.....	11·06
1871.....	10,043	123,173	70,218	72,675	1,806	6,250	13,259	297,424	11·05	.....
1872.....	4,773	57,865	27,148	62,172	684	6,751	10,425	169,818	.....	36·59
1873.....	4,061	53,361	10,578	46,337	670	6,019	10,739	131,765	.....	50·80
1874.....	.....	108,288	46,127	77,007	1,103	7,053	3,747	243,325	.....	9·14
1875.....	1,728	32,690	3,034	75,083	3,308	4,989	5,931	126,763	.....	52·67
1876.....	967	21,890	1,324	63,336	117	5,703	6,638	99,975	.....	62·67
1877.....	855	28,955	3,308	80,306	316	6,603	6,556	126,899	.....	52·61
1878.....	1,394	24,171	1,383	50,381	.....	10,598	5,222	93,149	.....	65·21
1879.....	734	25,740	9,268	71,693	.....	16,623	3,110	127,168	.....	52·51
1880.....	951	17,466	15,656	82,743	.....	12,598	5,996	135,410	.....	49·43
1881.....	758	25,352	8,064	62,793	200	14,444	4,027	115,638	.....	56·82
1882.....	813	20,274	4,401	70,862	416	22,265	7,773	126,804	.....	52·65
1883.....	432	22,634	535	32,557	.....	14,384	1,967	72,507	.....	73·00
1884.....	404	5,932	413	48,391	.....	12,173	2,819	70,132	.....	73·43
1885.....	519	6,484	22	45,264	.....	4,613	2,945	59,847	.....	77·62
1886.....	737	9,579	154	42,261	.....	1,671	4,814	59,216	.....	77·88
1887.....	790	675	2	44,580	.....	716	1,370	48,133	.....	82·02
1888.....	384	2,206	168	6,237	.....	.....	2,196	11,191	.....	95·82
1889.....	473	8,002	8,950	40,096	16	1,405	1,003	59,945	.....	77·61
1890.....	545	10,378	10,408	26,639	8	4,635	2,356	54,969	.....	79·47
1891.....	292	4,298	1,652	27,418	.....	2,130	3,620	39,410	.....	.....

F—TABLE showing the Tonnage of the undermentioned Articles cleared downward on the Welland Canal, during a series of Twenty Years, ended 31st December, 1891.

VEGETABLE FOOD.

Year.	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	44,110	310,090	119,541	3,920	.....	680	1,541	479,882
1872	26,648	231,056	254,534	2,693	7,594	64	2,306	524,889
1873	30,660	345,720	180,042	2,643	1,188	3	3,557	563,813
1874	24,017	406,157	181,128	377	5,953	.....	3,301	620,933
1875	13,930	248,555	103,477	813	3,383	500	4,304	374,962
1876	15,735	194,559	144,501	1,110	24,496	1,454	2,949	384,807
1877	13,588	248,894	169,185	10,216	2,810	2,405	1,833	448,931
1878	8,854	188,106	185,931	1,217	3,088	.....	2,100	389,296
1879	10,588	271,545	144,276	803	1,196	.....	2,387	430,795
1880	12,467	240,601	162,891	.....	477	.....	1,418	417,853
1881	9,655	121,393	103,075	252	.....	6	1,371	235,752
1882	12,205	205,876	54,797	537	.....	1,954	225	275,594
1883	13,256	146,741	182,143	975	731	518	10,971	355,335
1884	13,626	135,804	118,811	270	10,746	477	9,018	288,752
1885	13,322	114,090	117,536	618	1,116	.....	1,628	248,310
1886	19,418	146,151	218,897	.....	4,891	.....	14,571	403,928
1887	23,940	210,755	114,938	1,711	12,050	.....	12,149	375,543
1888	16,973	150,833	194,886	555	26,629	811	13,358	404,045
1889	7,922	120,498	353,595	197	28,356	1,918	18,273	530,759
1890	14,461	114,924	327,394	6,519	27,728	1,121	20,836	512,983
1891	13,517	196,326	185,177	8,113	52,959	65,071	27,895	549,058

* Fiscal.

G.—TABLE showing the Tonnage of the undermentioned Articles passed through the Welland Canal in transit between Ports in the United States during a series of Twenty Years, ended 31st December, 1891.

Year.	VEGETABLE FOOD.							HEAVY GOODS.						
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	Other Articles.	Total.	Railway Iron.	Other Iron.	Salt.	Coal.	Ores.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869	30,681	211,085	91,149	2,942	...	667	1,006	337,530	68,064	14,334	89,086	28,566	35,912	235,962
1872	10,482	124,695	89,761	1,391	7,400	...	608	234,337	24,040	13,239	49,843	95,741	39,401	242,264
1873	10,805	127,727	101,329	1,920	1,188	3	392	243,366	4,659	13,826	40,507	170,242	62,942	292,176
1874	8,250	229,053	125,627	...	5,948	...	5,368	374,226	5,742	8,941	22,888	203,673	19,651	260,895
1875	1,881	113,832	54,188	2,641	2,946	500	1,920	177,908	14	4,123	12,931	192,767	34,616	244,451
1876	5,187	96,247	58,138	...	1,905	525	403	162,405	...	5,531	29,395	167,110	25,808	227,844
1877	3,342	107,396	65,260	1,603	2,314	258	413	180,586	8,376	8,688	8,336	172,868	41,107	230,375
1878	1,316	65,542	60,026	859	277	...	341	128,361	...	10,713	3,892	130,583	13,535	178,723
1879	159	53,791	33,401	1,551	464	...	11	87,826	2,405	3,648	6,318	118,573	17,797	148,741
1880	...	30,611	16,122	1,551	296	...	...	48,580	4,743	3,515	371	65,945	18,380	92,954
1881	...	34,320	30,031	924	...	...	10	65,285	1,313	5,570	...	83,858	6,464	97,205
1882	107	30,227	32,433	537	731	684	14	64,092	...	4,076	...	158,552	14,533	177,161
1883	2,041	54,382	66,128	735	...	...	8,579	132,496	1,209	6,901	8	196,462	24,891	229,471
1884	1,715	40,956	53,707	...	9,874	...	8,170	114,422	698	599	...	210,790	15,100	227,187
1885	124	53,235	63,229	732	882	...	1	118,203	...	1,594	...	198,416	15,029	215,039
1886	7,591	53,258	94,048	...	4,790	...	13,201	172,888	156	5,328	1	189,964	11,364	206,813
1887	11,780	37,678	83,431	1,732	12,050	...	10,859	157,530	15	4,406	...	82,780	627	87,828
1888	8,563	39,999	102,974	2	26,510	179	11,598	180,825	63	1,601	56	173,259	2,309	177,288
1889	5,017	39,229	147,045	...	27,492	...	17,225	236,208	...	1,587	896	227,476	1,204	231,163
1890	9,204	31,527	180,842	6,519	27,030	...	20,497	275,619	...	504	208	162,231	1,620	164,563
1891	6,802	32,097	127,494	8,113	52,823	...	26,115	253,444	...	292	705	186,572	1,773	189,342

H.—TABLE showing the Tonnage of Vegetable Food carried on each of the Lines of Canals and the two principal Railways, competing for the Carrying Trade between Lake Erie and Tidewater, for a series of Twenty-one Years, ended 31st December, 1891.

Year.	Total on New York Canals.	Total on Welland Canal.	Total on New York Central and Erie Railways.	Quantity cleared at Buffalo and Tonawanda by Erie Canal.	Quantity cleared at Oswego by Canal.	Quantity cleared through the Welland Canal in transit between ports in the United States.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1869*	1,302,613	503,860	1,087,809	786,436	267,815	337,530
1872..	1,674,320	538,147	1,870,614	1,317,276	169,818	234,337
1873.....	1,745,171	579,880	2,036,992	1,432,174	131,765	243,366
1874..	1,767,598	647,397	2,791,517	1,157,509	243,325	374,226
1875...	1,305,550	417,936	2,343,241	1,017,559	126,763	177,908
1876.....	1,064,293	409,788	2,875,803	783,331	99,975	162,405
1877.....	1,408,984	464,181	2,493,683	1,223,100	126,899	180,586
1878.....	1,912,734	403,403	3,695,764	1,644,301	93,149	128,361
1879.....	1,833,399	438,564	4,353,617	1,565,543	127,168	87,826
1880.....	2,371,090	442,182	4,732,385	2,065,184	135,410	48,580
1881.....	1,116,561	269,395	4,983,722	878,842	115,638	65,285
1882.....	1,118,776	306,482	3,885,557	864,826	126,804	64,002
1883.....	1,379,000	372,236	4,422,461	1,191,974	72,507	132,496
1884.....	1,236,986	305,734	3,639,805	1,078,909	70,132	114,422
1885.....	1,063,310	273,905	4,105,594	918,352	59,847	118,203
1886.....	1,489,886	414,812	3,802,262	1,353,591	59,216	172,888
1887.....	1,552,764	394,971	3,847,766	1,449,984	48,133	157,530
1888.....	1,166,958	419,786	3,197,734	1,052,834	11,191	189,825
1889.....	1,296,896	542,043	3,654,984	1,155,175	59,945	236,208
1890.....	1,167,901	519,291	4,336,199	953,397	54,969	275,619
1891...	1,092,355	367,177	3,565,381	1,000,171	39,410	253,444

* Fiscal.

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the Canal at Port Colborne during the Seasons of Navigation, in 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889 and 1891.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	174	62,665	432	121,150	41	17,482	329	97,257	976	298,554
	Tons.		Tons.		Tons.		Tons.		Tons.	
1882.										
Wheat.		60,535		46,201		5,203		87,213		199,152
Corn.		7,431		6,075		3,468		38,360		55,334
Rye.								1,954		1,954
Coal.		1,673		51,127		112		27,968		80,880
Miscellaneous merchandise		2,939		3,744		1,553		2,605		10,841
Lumber. Ft. B. M.		1,021,957		1,943,568		3,969,790		17,327,483		24,262,798
Timber. Cub. ft.		125,960		2,874,066				13,500		3,013,526
Staves. No.		59,600		1,065,233				104,000		1,228,833
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	180	68,850	468	130,844	111	68,609	417	127,616	1176	395,929
	Tons.		Tons.		Tons.		Tons.		Tons.	
1883.										
Wheat.		32,761		29,385		5,928		76,715		144,789
Corn.		25,651		21,073		36,146		99,272		182,142
Barley.								735		735
Rye.								518		518
Oats.						731				731
Coal.		8,398		48,329		835		40,388		97,950
Miscellaneous merchandise		5,238		3,590		13,195		2,299		24,322
Lumber. Ft. B. M.		2,102,292		3,455,590		5,287,386		15,143,274		25,988,542
Timber. Cub. ft.		83,700		3,514,944				70,500		3,669,144
Staves. No.		32,876		1,038,349				90,000		1,161,225
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	173	68,250	285	73,057	99	67,637	364	97,794	921	306,738
	Tons.		Tons.		Tons.		Tons.		Tons.	
1884.										
Wheat.		38,859		11,618		5,461		75,474		131,412
Corn.		10,841		13,609		26,452		67,909		118,811
Barley.		90								90
Rye.		477								477
Oats.		872				7,963		1,911		10,746
Coal.		497		28,275		301		10,154		39,227
Shingles, firewood and woodenware.		548		2,538		49		30		3,165
Miscellaneous merchandise		2,073		3,804		11,793		428		18,103
Lumber. Ft. B. M.		3,393,351		1,680,976		8,987,558		18,126,215		32,188,100
Timber. Cub. ft.		437,356		2,107,780				159,647		2,704,783
Staves. No.				75,000		33,741		301,267		410,008

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	199	67,461	347	80,828	81	35,613	350	106,873	977	290,775
	Tons.		Tons.		Tons.		Tons.		Tons.	
1885.										
Wheat.....		26,025		3,153		6,882		72,478		108,538
Corn.....		16,046		2,462		20,589		78,439		117,536
Barley.....				228						228
Oats.....						217		665		882
Pease.....		11								11
Rye.....										
Coal.....		1,005		20,318				18,560		39,883
Miscellaneous merchandise		1,941		3,689		1,111		1,086		7,827
Shingles, woodenware, &c.		223		9		53		58		343
Sawed lumber....Ft. B.M.		7,725,105		8,681,081		9,381,654		20,935,270		46,723,110
Square timber....Cub. ft.		601,516		2,849,526		20,692		113,682		3,585,416
Staves.....No.		104,000		44,000		83,500				231,500
Firewood.....Cords				783						783
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	261	95,928	426	123,297	118	86,937	358	108,344	1163	414,506
	Tons.		Tons.		Tons.		Tons.		Tons.	
1886.										
Wheat.....		38,984		30,834		2,937		70,019		142,774
Corn.....		48,547		33,315		36,852		99,644		218,358
Barley.....								572		572
Oats.....		6		41		4,331		459		4,837
Pease.....		450		158						608
Rye.....										
Coal.....		4,007		45,018				11,647		60,672
Miscellaneous merchandise		2,926		6,728		23,687		281		33,622
Shingles, woodenware, &c.		329				252		215		1,152
Sawed lumber....Ft. B.M.		6,915,390		15,719,631		8,953,478		18,405,961		49,994,460
Square timber....Cub. ft.		564,827		2,335,205				35,500		2,935,532
Staves.....No.		221,280		697,933						919,213
Firewood.....Cords				390						390
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	250	86,344	372	101,745	107	94,029	163	46,152	892	328,270
	Tons.		Tons.		Tons.		Tons.		Tons.	
1887.										
Wheat.....		80,757		81,652		200		46,186		208,796
Corn.....		12,341		14,775		65,981		20,582		113,679
Barley.....						9		575		584
Oats.....				1,376		11,098		279		12,753
Pease.....				362						362
Rye.....										
Coal.....		1,436		25,165				2,108		28,709
Miscellaneous merchandise		2,179		4,609		24,395		415		31,598
Shingles, woodenware, &c.		1,716		1,081		26				2,823
Sawed lumber....Ft. B.M.		2,894,767		12,329,728		4,161,349		15,091,355		34,477,199
Square timber....Cub. ft.		498,770		1,285,594						1,784,364
Staves.....No.				266,697						266,697
Firewood.....Cords		299		466						765

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal, in Canadian and United States Vessels, &c.—*Continued.*

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sail.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	242	86,838	339	93,450	114	104,505	219	60,500	914	345,293
	Tons.		Tons.		Tons.		Tons.		Tons.	
1888.										
Wheat.....	45,481		60,379		1,353		40,779		147,992	
Corn.....	38,620		14,251		71,988		71,175		196,024	
Barley.....										
Oats.....	672				24,967		1,311		26,950	
Pease.....			54		57				111	
Rye.....					71		632		703	
Coal.....	1,603		20,064				4,208		25,875	
Miscellaneousmerchandise	2,165		3,291		22,719		3,722		31,897	
Shingles, Woodenware, &c.	66		84		141		6		297	
Sawed Lumber. Ft. B. M.	5,262,700		11,977,905		4,451,360		12,539,672		34,230,637	
Square Timber. Cub. Ft.	687,728		1,555,307		19,000				2,262,035	
Staves. No.	106,972		211,436				34,000		352,408	
Firewood..... Cords	179		201						380	
									/	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	317	106,048	427	118,071	208	172,873	268	92,442	1220	489,434
	Tons.		Tons.		Tons.		Tons.		Tons.	
1889.										
Wheat.....	38,127		28,054		1,679		46,767		114,627	
Corn.....	60,218		43,819		152,858		96,700		353,595	
Barley.....										
Oats.....	320				25,347		2,145		27,812	
Pease.....										
Rye.....	948		634		336				1,918	
Coal.....	3,976		21,148		712		1,664		27,500	
Miscellaneousmerchandise	6,339		5,749		25,082		3,030		40,200	
Shingles, Woodenware, &c.			1				51		52	
Sawed Lumber. Ft. B. M.	5,789,226		11,632,330		11,792,850		21,026,211		50,240,617	
Square Timber. Cub. Ft.	924,645		2,934,989						3,859,634	
Staves. No.	35,700		194,649						220,349	
Firewood..... Cords			46						46	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	342	110,056	443	117,400	202	204,542	142	50,622	1129	482,620
	Tons.		Tons.		Tons.		Tons.		Tons.	
1890.										
Wheat.....	43,308		35,633		7,514		32,239		118,694	
Corn.....	63,095		51,439		172,756		40,104		327,394	
Barley.....					3,304		3,215		6,519	
Oats.....	479		73		27,030				27,582	
Pease.....					14				14	
Rye.....	1,121								1,121	
Coal.....	1,049		21,732				615		23,396	
Miscellaneousmerchandise	3,146		5,683		32,194		2,510		43,533	
Shingles, Woodenware, &c.	15		1,266		8				1,289	
Sawed Lumber. Ft. B. M.	5,921,240		5,167,201		10,274,335		14,290,800		35,653,576	
Square Timber. Cub. Ft.	1,141,194		3,395,832						4,537,026	
Staves. No.	12,255		19,947						32,202	
Firewood..... Cords	15		566						581	

I.—STATEMENT showing the Quantity of Freight passed down the Welland Canal in Canadian and United States Vessels entering the canal at port Colborne during the Seasons of Navigation in 1891.

ARTICLES.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	256	107,575	173	68,061	241	241,317	130	50,063	800	467,016
	Tons.		Tons.		Tons.		Tons.		Tons.	
1891.										
Wheat.....		62,859		56,953		36,425		33,853		190,090
Corn.....		20,510		9,550		137,852		17,039		184,951
Barley.....						5,444		4,061		9,505
Oats.....						50,212		1,076		51,288
Pease.....		390								390
Rye.....		29,581		11,296		16,361		7,343		64,581
Coal.....		158		20,388				3,851		24,397
Miscellaneous merchandise		8,369		6,007		37,537		2,578		54,491
Shingles, woodenware, &c.								4		4
Sawed lumber...Ft. B.M.		4,268,874		4,648,824		8,067,351		18,745,628		35,730,677
Square timber....Cub. ft.		449,406		566,109						1,015,515
Staves.....No.		1,000								1,000
Firewood.....Cords.										

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.
UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Name of Vessel.	Dimensions.			Depth of Water on Arrival.		Original Cargo to Canal.				Lighterage over Welland Ry.				Lighterage in Tons.				
		Length over		Depth of hold.	Forward.		Aft.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	Wheat.	Corn.	Rye.	Oats.	Tons.	Tons.	Tons.
		Ft.	Ft. in.		Ft. in.	Ft. in.													
1891.		Tons.	Ft.	Ft. in.	Ft. in.	Ft. in.	Ft. in.	Bush.	Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
July	7 W. A. Haskill.	1,441	265	37	0	16	6	56,031				147		5,504		155			
do	12 F. H. Prince.	1,548	240	42	0	16	8	44,778		369		134		3,250		93			
do	13 Gov. Smith.	1,547	240	42	0	16	8	16,974		1,046		332		143					
do	22 A. McVittie.	1,553	240	42	0	16	8	29,915		771		152		1,628		46			
do	16 H. R. James.	1,553	240	42	0	16	8	50,000				616		11,380		319			
do	24 W. J. Averill.	1,425	265	36	6	16	5	44,523		398		183		6,441		181			
do	29 W. A. Haskill.	1,441	265	37	0	16	6	13,989		771		430		1,882		53			
do	31 Gov. Smith.	1,547	240	42	0	16	8	63,612				141		9,238		261			
Aug.	4 J. O. Ford.	598	172	32	9	12	0	39,553						1,487		42			
do	5 J. R. Langdon.	1,550	240	42	0	16	8	61,495				311		11,645		327			
do	8 A. McVittie.	1,553	240	42	0	16	8	67,298				234		13,793		387			
do	14 Denver.	1,029	222	37	0	19	0	60,663						10,218		287			
do	15 Jno. Ruger.	950	216	35	0	18	0	61,011						10,397		292			
do	18 F. H. Prince.	1,548	240	42	0	16	8	52,869				562		9,392		263			
do	20 Gov. Smith.	1,547	240	42	0	16	8	37,979		296		508		5,293		149			
do	23 H. R. James.	1,553	240	42	0	16	8	36,837		344		466		4,627		130			
do	25 J. R. Langdon.	1,550	240	42	0	16	8			1,491		305				78			
do	27 W. J. Averill.	1,425	265	36	6	16	5	51,719				342		9,319		261			
do	30 A. McVittie.	1,553	240	42	0	16	8	17,599		1,503				7,968		223			
Sept.	2 W. A. Haskill.	1,441	265	37	0	16	6			1,210		420				111			
do	3 Jno. Ruger.	950	216	35	0	18	0	60,825						10,270		288			
do	6 Gov. Smith.	1,547	240	42	0	16	8	55,158				455		9,932		279			
do	7 F. H. Prince.	1,548	240	42	0	16	8	57,625				404		10,593		297			
do	9 H. R. James.	1,553	240	42	0	16	8	13,149		1,499						171			
do	12 J. R. Langdon.	1,550	240	42	0	16	8	60,753		380				12,106		339			
do	14 W. J. Averill.	1,425	265	36	6	16	5	26,753		761		251				14			
do	15 A. McVittie.	1,553	240	42	0	16	8	28,988								200			
do	22 W. A. Haskill.	1,441	265	37	0	16	6	35,434		1,156		319		5,221		147			
do	22 J. O. Ford.	598	172	32	10	12	0			39,473						59			
do	23 John Ruger.	950	216	35	0	18	0	60,800								77			
do	24 Gov. Smith.	1,547	240	42	0	16	8	53,076		321		266		14,009		393			

J.—STATEMENT of Large Class of Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—*Continued.*CANADIAN STEAM VESSEL—*Concluded.*

Date of Arrival.	Name of Vessels.	Grain Cargo and Rolling Freight through this Canal.						Depth Water through Canal midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in lightering.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.		From	To		
1891.												
Nov. 14	Myles.....	Bush. 35,818	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Ft. William.	Kingston. . .	cts	H. M. 2 15
						1,075		1,075	13 3			

UNITED STATES STEAM VESSELS—*Continued.*

April 27	Gov. Smith		61,629				1,726		26	1,752	13 7	Chicago	Ogdensburg.	2 5 0
do 28	H. R. James		33,282		320		932		441	1,693	13 10	do	do	2 5 0
do 29	A. McVittie		57,305				1,605		113	1,718	13 7	do	do	2 6 0
May 5	W. J. Averill		43,858				1,229		317	1,546	13 11	do	do	2 3 0
do 8	J. R. Langdon		31,425		548		1,880		298	1,726	13 8	do	do	2 3 0
do 11	W. A. Haskill		47,831				1,340		241	1,581	13 11	do	do	2 3 0
do 12	F. H. Prince		51,309				1,437		320	1,757	13 11	do	do	2 4 0
do 13	Gov. Smith		56,005				1,569		194	1,763	13 10	do	do	2 3 0
do 16	A. McVittie		27,718		383		777		516	1,676	13 10	do	do	2 3 15
do 20	H. R. James		38,061		320		1,066		297	1,683	13 10	do	do	2 4 15
do 22	Pueblo		52,553				1,472			1,472	13 7	do	Kingston.	2 2 0
do 25	W. J. Averill		32,098		320		899		340	1,559	13 11	do	Ogdensburg.	2 2 15
do 30	W. A. Haskill		44,731				1,253		315	1,568	13 11	do	Ogdensburg.	2 2 30
June 1	Oregon		41,707				1,168			1,168	14 0	do	do	2 1 30
do 8	H. R. James		49,657				1,391		323	1,714	14 0	do	do	2 3 30
do 10	J. R. Langdon		43,325				1,214		489	1,703	13 8	do	do	2 3 15
do 13	W. J. Averill		25,408				712		858	1,570	14 0	do	do	2 2 30
do 19	W. A. Haskill		37,724				1,057		507	1,564	13 10	do	do	2 2 30
do 21	Gov. Smith		52,394				1,468		274	1,742	13 11	do	do	2 4 0
do 22	F. H. Prince		13,340		937		374		382	1,693	13 11	do	do	2 2 30
do 24	H. R. James		53,329				1,494		182	1,676	13 10	do	do	2 3 15
do 26	J. R. Langdon		51,743				1,449		297	1,746	13 8	do	do	2 3 30
do 28	A. McVittie		36,535		380		1,023		271	1,674	14 0	do	do	2 3 30
July 7	W. A. Haskill		50,527				1,415		147	1,562	13 11	do	do	2 3 0

J.—STATEMENT of Large Class Vessels Lightened at Welland Railway Elevator at Port Colborne, &c.—Continued.
UNITED STATES STEAM VESSELS—Continued.

Date of Arrival.	Name of Vessel.	Grain Cargo and Rolling Freight through this Canal.										Total Cargo through Canal.	Depth of Water through Canal Midship.	Destination.		Cost of Lighterage per bushel.	Time occupied in Lighterage.
		Wheat.	Corn.	Rye.	Oats.	Wheat.	Corn.	Rye.	Oats.	Rolling freight	From			To			
1891.		Bush.	Bush.	Bush.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Ft. in.			Cts.	H. M.	
Nov. 25	W. J. Averill	.....	18,835	.....	606	.....	528	.....	606	355	1,489	13 5	Chicago	Ogdensburg.	2	4 30
do	28 Gov. Smith	.....	15,934	.....	730	.....	447	.....	730	423	1,600	13 5	do	do	2	5 30
do	29 John Rugee	.....	.....	.....	1,249	.....	.....	.....	1,249	.....	1,249	13 3	do	do	2	2 45
do	29 Denver	.....	45,434	.....	.....	.....	1,273	.....	.....	.....	1,273	13 5	do	do	2	5 30
		34,144	2,579,285	86,954	27,325	1,025	72,256	2,436	27,325	20,167	123,209	.....				
UNITED STATES SAILING VESSELS.																	
April 30	Baltic	58,189	.....	.....	.....	1,746	.....	.....	.....	.....	1,746	13 11	Chicago	Ogdensburg.	2	5 0
Oct. 7	R. P. Bruce	43,177	.....	.....	.....	1,296	.....	.....	.....	.....	1,296	13 11	Duluth.	Kingston.	2	4 0
		101,366	.....	.....	.....	3,042	.....	.....	.....	.....	3,042	.....				

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, February, 1892.

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, through the whole length of the Welland and St. Lawrence Canals, to Montreal, during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891.

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>											
Iron, pig.....	858	459	5	.....	7	15	.....	418	.....	.....	371
do all other.....	.....	9	.....	.....	.....	.....	.....	.....	.....	.....	.....
Stone for cutting.....	233	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Apples.....	.....	1	.....	.....	513	49	33	.....	.....	.....	.....
Barley.....	.....	259	.....	38	.....	.....	.....	.....	.....	.....	.....
Corn.....	69,066	17,474	109,191	55,552	44,401	116,517	24,609	66,443	195,350	139,798	52,539
Flour.....	4,476	5,920	5,089	9,659	2,874	2,934	6,140	3,865	6,841	3,065	3,324
Meal, all kinds.....	.....	1,188	.....	.....	16	125	87	100	148	222	67
Oats.....	.....	.....	872	.....	.....	.....	362	.....	320	479	.....
Pease.....	.....	.....	726	433	11	608	.....	.....	1,284	1,120	390
Rye.....	.....	1,269	518	477	42	33	.....	12	.....	2	64,978
Seeds, all kinds.....	.....	37	2	.....	.....	.....	.....	.....	.....	.....	2
Tobacco, raw.....	.....	1	.....	.....	.....	25	.....	.....	3	.....	1
Wheat.....	77,061	161,692	76,379	84,822	52,157	86,815	160,063	98,915	70,815	75,515	159,755
All other agricultural products, vegetable.....	.....	1	77	.....	1	.....	17	.....	798	3	2
Hides, skins, horns and hoofs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Horses.....	.....	1	.....	.....	2	1	1	.....	2	3	2
Lard and lard oil.....	361	206	6	.....	22	22	.....	54	.....	.....	100
Pork.....	5,141	278	212	318	30	936	418	265	1,220	221	201
All other agricultural products, animal.....	.....	.....	.....	.....	4	68	29	39	32	117	.....
Total, Class 3.....	157,196	187,609	193,393	152,171	100,058	208,148	191,759	165,113	276,813	220,545	281,762
<i>Class 4.</i>											
Ashes.....	13	10	3	36	97	44	113	85	107	70	40
Furniture.....	4	12	6	10	5	6	9	2	.....	1	2
Glass, all kinds.....	47	6	1	.....	.....	.....	.....	3	.....	1	1
Molasses.....	.....	18	43	.....	.....	28	.....	.....	.....	.....	.....
Nails.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....
Oil.....	.....	425	.....	78	7	6	14	.....	4	6	.....
Paint.....	.....	4	.....	.....	.....	1	.....	.....	.....	.....	.....
Pitch and tar.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....

K.—STATEMENT showing the Quantity of Freight passed Eastward, from Lake Erie, &c.—*Concluded.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Class 4—Concluded.											
Sugar			2				15				
Stone, wrought...	291	484	269	317			12				
Turpentine.....		2		1							
Whiskey, beer and other spirits		25	35			8		3	20	26	105
Merchandise not enumerated	60	105	53	37	29	100	72	105	193	142	278
Total, Class 4.....	415	1,092	412	480	138	193	236	198	324	246	426
Class 5.											
Barrels, empty	1	3		37	128	6	88	40			
Sawed lumber.....	2,849	3,639	6,311	7,531	19,945	18,707	7,001	5,175		3,579	3,908
Staves, pipe and barrel	1,001	2,359	2,024	200	856	332	184	139			
do West India and pipe.....	1,198	1,130	451	863		287	131	1,623	270		
Timber, square, in vessels.....	3,227	1,574	290		639	1,330					
do rafts.....	3,250	1,149	2,314	7,365	11,128	15,410	14,390	11,586	9,302		5,680
Woodenware.....	76	205	199	68	76	101	45	25		1	
Total, Class 5.....	11,602	10,059	11,589	16,064	32,772	36,173	21,839	18,588	15,690	3,580	9,588
Special Class.											
Coal.....		75									
Grand total	169,213	198,835	205,394	168,715	132,968	244,514	213,834	183,899	292,827	224,371	291,776

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, through the whole length of the St. Lawrence and Welland Canals to Lake Erie during the Seasons of Navigation in 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891.

Articles.	1881.		1882.		1883.		1884.		1885.		1886.		1887.		1888.		1889.		1890.		1891.	
	Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.		Tons.	
Class 3.																						
Bricks.	81	96	11,246	8,725	78	200	44	66	3	187	84	252	469									
Cement and water lime.	38	533	3,575	2,460	568	219	117	498	1,740	1,177	823	62	2,380									
Clay, lime and sand.	121	56	56	56	56	.....	.....	1	134	95	3	8	206							
Fish.	18	406	.....	.....	.....	.....	.....	1	95	1	80	26	7				
Gypsum.	16,476	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron, Railway.	8,131	3,575	.....	.....	.....	2,031	12,356	6,629	153	9,148	15,513	20,003	2,855						
do Pig.	900	686	.....	.....	.....	43	23	10	368	573	250	20	112						
do all other.	5,175	1,820	.....	.....	.....	366	290	76	1,997	297	290	584	595						
Salt.	5	.....	.....	.....	.....	802	1,574	5,609	4,197	3,599	4,216	7,440	4,391					
Stone for cutting.	.....	.....	.....	.....	.....	7	.....	.....	.....	.....	.....	12	42
Flour.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	48	.....								
Meals.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Oats.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Potatoes.	359	23	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....								
Seeds, all kinds.	65	14	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Agricultural Products not enumerated, vegetables.	2	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....		
Horses.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lard and lard oil.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pork.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wool.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other articles not enumerated.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Class 3.	31,371	18,460	17,994	3,707	14,428	12,896	8,702	15,244	21,495	28,674	11,071	.....	.....							
Class 4.																						
Ashes, pot and pearl.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Crockery and earthenware.	24	116	137	47	10	20	164	336	112	10	31	.....	.....							
Dye woods, &c.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Furniture.	3	4	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glass, all kinds.	97	359	156	160	32	39	53	77	71	23	30	.....	.....							
Manilla.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Molasses.	14	58	3	17	.....	23	1	7	56	.....	.....	.....	.....					

L.—STATEMENT showing the Quantity of Freight passed Westward from Montreal, &c.—*Concluded.*

Articles.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>											
Nails.....	258	576	1,085	160	205	389	147	578	736	453	560
Oil in barrels.....	54	119	122	80	10	82	28	22	9	11	64
Paint.....	47	124	103	161	24	36	80	59	49	24	61
Pitch and tar.....	1	50	50	1	.....	5	1	.....	.....	13	22
Rosin.....	.....	11	21	.....	.....	.....	.....	.....	.....	1	.....
Soda, ash.....	3,177	1,040	1,801	1,427	164	975	1,116	1,196	766	554	377
Steel.....	29	3	3	142	.....	1	423	3	3	1	.....
Stone wrought.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....
Sugar.....	5	465	375	290	64	316	207	98	7	551	412
Tin.....	989	641	1,669	1,892	10	549	2,225	198	480	40	23
Turpentine.....	.....	.....	1	1	.....	.....	1	1	1	2	.....
White lead.....	.....	14	.....	3	.....	3	4	2	4	19	3
Whiting.....	10	5	19	.....	9	.....	7	.....	33	34	50
Whiskey, beer, &c.....	91	564	791	364	259	174	287	298	124	350	294
Merchandise not enumerated.....	984	1,992	2,608	1,001	712	1,008	619	1,259	1,422	1,180	810
Total Class 4.....	5,753	6,093	8,957	5,687	1,725	3,678	5,373	4,066	3,873	3,277	2,989
<i>Class 5.</i>											
Barrels, empty.....	40	130	179	.....	.....	227	.....	.....	2	.....	.....
Lumber, sawn, in vessels.....	.....	175	318	3	2	.....	.....	.....	.....	.....	.....
Woodenware.....	26	23	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total Class 5.....	66	328	497	3	2	227	.....	.....	2	.....	.....
<i>Special Class.</i>											
Coal.....	.....	.....	40	28	.....	.....	.....	.....	.....	.....	.....
Grand Total.....	37,190	24,881	27,488	9,425	16,155	16,801	14,075	19,310	25,370	31,951	14,060

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, from United States Ports to United States Ports, during the Seasons of Navigation in 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890 and 1891.

ARTICLES.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 3.</i>												
Bricks.....	22		3				41				4	
Cement and water lime.....			2				31		4			1
Fish.....				142								
Iron, railway.....				90	40							
do all other.....		79	114	8			45			520	1	10
Salt.....				38	15		1					494
Stone for cutting.....	258											
Apples.....		1	8									
Barley.....			537	735				1,709	2			
do Corn.....	16,122	30,031	32,433	66,128	53,707	63,229	33,503	83,431	102,974	147,045	6,519	8,113
Flour.....			107	2,041	1,715	124	7,391	11,780	8,563	5,017	180,842	127,494
Hay, pressed.....					13						9,204	6,802
Meal, all kinds.....			5	8,579	8,170		13,201	10,726	11,598	17,224	20,482	26,096
Oil cake.....				1								
Oats.....	296			731	9,874	882	4,790	12,050	26,510	27,492	27,030	52,823
Potatoes.....			1							1	1	
Rye.....			684						179			
Seeds, all kinds.....		16		662	511		236	44	48	151	135	256
Wheat.....	30,611	34,320	30,227	54,282	40,956	53,235	53,258	37,078	39,999	39,229	31,527	32,097
Agricultural products, vegetable.....			5	3				2			14	42
Hides and skins, &c.....				60	73		414	170	39			
Horses.....			1	6	6			2		1	1	3
Lard and lard oil, &c.....				5	7		13	14	19	32	30	10
Meats, other than pork.....			1	12	4		1	18	14	3	15	2
Pork.....			1	163			106	108	19	21	88	73
Sheep.....												
Wool.....				95	1		1,125	86		452		1,297
Total, Class 3.....	47,309	64,447	64,129	133,782	115,092	117,470	174,359	157,820	189,986	237,188	275,893	255,553
<i>Class 4.</i>												
Agricultural implements.....		3		1				9				
Crockery and earthenware.....			1	1					1	1		
Furniture.....		4	15	25	16		21	24	30	30	21	7

M.—STATEMENT showing the Quantity of Freight passed Eastward through the Welland Canal, &c.—*Concluded.*

Articles.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
<i>Class 4—Concluded.</i>												
Glass, all kinds.....			66		1		2					1
Nails.....		102	7	51	26		4					
Oil, in barrels.....			995	206	255		6	8				1
Paint.....			3	6							3	
Soda, ash.....			7									
Steel.....			1	87	7		38		3	2		
Stone, wrought.....		29	33	1								
White lead.....		2	6	5							1	
Whiskey, beer and all other spirits			12	156	26		21	63	151	190	228	167
Merchandise, not enumerated...		49	91	941	481	2	824	469	1,453	1,679	1,822	1,865
Total, Class 4.....	207	189	1,237	1,479	812	2	916	573	1,638	1,902	2,075	2,041
<i>Class 5.</i>												
Lumber, sawn, in vessels.....	33,555	30,462	34,182	34,189	43,713	44,668	43,776	29,845	28,333	55,074	38,030	45,504
Hoops.....				26								
Stingles.....	9		9	9	76	111	463		6	51		
Staves, barrel.....				25					82			
Woodenware, &c.....	1	4	43	30	11		2	26	141	333	8	4
Total, Class 5.....	33,565	30,466	34,234	34,279	43,800	44,779	44,241	29,871	28,562	55,458	38,038	45,508
<i>Special Class.</i>												
Coal.....	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	1,124	615	1,382
Stone not suitable for cutting...											18	
Kryolite.....											1,620	1,773
Total, Special Class.....	871	1,164	10,686	5,372	4,293	4,974	5,400	1,163	878	2,805	2,253	3,155
Grand Total.....	81,952	96,266	110,286	174,912	163,997	167,225	224,916	189,427	221,064	297,353	318,259	306,257

N.—STATEMENT showing the Number of Vessels and their Cargoes of Wheat, from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo, through the St. Lawrence Canals, during the Season of Navigation in 1891.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canal.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	480	.....	480
do do	653	148	505
do do	501	.....	501
do "Alma Munroe"	662	237	425
do do	600	198	402
do do	661	252	409
do "Canada"	547	215	332
do do	549	216	333
do do	549	246	303
do do	540	246	294
do do	528	233	295
do "Celtic"	510	232	278
do do	520	.....	301
do do	525	232	293
do do	519	224	295
do do	515	223	292
do do	486	277	209
do "Cuba"	570	135	435
do do	563	157	406
do "Glengarry"	648	312	336
do "Lake Michigan"	511	210	301
do do	540	221	319
do do	525	219	306
do do	374	211	163
Canadian sailing vessel "Glenora"	1,396	751	645
do do	1,401	747	654
do "John Gaskin"	1,090	447	643
Total	16,963	6,589	10,155

Number of cargo of wheat	27
Quantity through Welland Canal to Kingston	16,963 Tons.
do transhipped at Kingston	6,589 "
do taken to Montreal in vessels in which it arrived at Kingston	10,155 "
do remaining at Kingston	219 "

N.—STATEMENT showing the Number of Vessels and their Cargoes of Corn and Pease from ports west of Port Colborne to Montreal; the Quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1891.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Acadia"	620	142	478
do do	495	156	339
do "Alma Munroe"	560	222	338
do do	476	196	280
do "Celtic"	476	184	292
do "Cuba"	569	174	345
do do	460	.....	460
do do	505	234	271
Total	4,161	1,308	2,803

PEASE.

Canadian steamer "Lake Michigan"	390	137	253
Number of cargoes of corn		8	
Quantity through Welland Canal to Kingston		4,161 tons.	
do transhipped at Kingston		1,308 do	
do to Montreal in vessels in which it arrived at Kingston		2,803 do	

N.—STATEMENT showing the Number of Vessels and their Cargoes of Rye from ports west of Port Colborne to Montreal; the quantity transhipped at Kingston, and the Quantity of each Cargo through the St. Lawrence Canals, during the Season of Navigation in 1891.

Names of Vessels.	Original Cargo through the Welland Canal.	Quantity transhipped at Kingston.	Cargo through the St. Lawrence Canals.
	Tons.	Tons.	Tons.
Canadian steamer "Alma Munroe"	483	190	293
do do	667	270	397
do "Canada"	503	199	304
do "Celtic"	504	224	280
do "Cuba"	585	260	325
do do	609	193	416
do do	560	182	378
do "Lake Michigan"	492	210	282
do do	504	204	300
do do	484	204	280
do do	713	252	461
Total	6,104	2,388	3,716

Number of cargoes of rye	11	
Quantity through Welland Canal to Kingston	6,104 tons.	
do transhipped at Kingston	2,388 do	
do to Montreal in vessels in which it arrived at Kingston	3,716 do	

RECAPITULATION of the Number of Vessels passed down the Welland Canal with Cargoes of Grain to Kingston, the quantity transhipped and quantity taken to Montreal, for the season, 1891.

	Number of Cargoes.	Total.
Wheat.....	27	
Corn.....	8	
Pease.....	1	
Rye.....	11	
Total.....		47
	Tons.	Tons.
Quantity of wheat through the Welland Canal bound for Montreal	16,963	
do corn do	4,161	
do pease do	390	
do rye do	6,104	
Total through Welland Canal.....		27,618
Quantity of the above transhipped at Kingston, viz. :—		
Wheat	6,589	
Corn.....	1,308	
Pease.....	137	
Rye	2,388	
Total transhipped.....		10,422
Quantity of the above cargoes taken to Montreal in vessels in which it arrived at Kingston, viz. :—		
Wheat	10,155	
Corn.....	2,803	
Pease	253	
Rye.....	3,716	
Total quantity to Montreal.....		16,927
Quantity remaining at Kingston.....		269
Total.....		27,618

O.—STATEMENT showing the Quantity of Grain passed down the Welland Canal to Kingston in Canadian and United States Vessels entering the Canal at Port Colborne during the Season of Navigation in 1891.

ARTICLES.	CANADIAN VESSELS.				UNITED STATES VESSELS.				TOTAL.	
	Steam.		Sail.		Steam.		Sail.		Steam and Sailing.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	129	48,836	80	38,397	54	35,100	23	12,734	286	135,067
	Tons.		Tons.		Tons.		Tons.		Tons.	
Corn.....	20,283		10,484		20,752		5,807		57,326	
Pease.....	390								390	
Rye.....	30,071		12,496		16,361		7,343		66,271	
Wheat.....	60,723		56,217		28,325		11,565		156,830	
	111,467		79,197		65,438		24,715		280,817	

						Tons.
129	cargoes in Canadian steam vessels, total quantity					111,467
80	do do sailing do do					79,197
54	do United States steam vessels, total quantity					65,438
23	do do sailing do do					24,715

P.—TOTAL Quantity of Grain arrived in Kingston in vessels which passed down the Welland Canal during the season of navigation in 1891:—

Summary.	Tons.	Total Tons.
Canadian steam vessels, 129 cargoes of grain.....	111,467	
do sail do 80 do	79,197	
Total in Canadian vessels		190,664
United States steam vessels, 54 cargoes of grain.....	65,438	
do sail do 23 do	24,715	
Total United States vessels.....		90,153
Total in Canadian and United States vessels.....		280,817
Distributed as follows:—		
3 cargoes taken to Montreal in Canadian vessels without breaking bulk.....		1,441
44 do arrived at Kingston in Canadian vessels with an aggregate quantity of.....	26,177	
Transhipped	10,422	
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		15,755
Vessels arrived at Kingston and discharged all of their cargo as follows:—		
162 cargoes in Canadian vessels.....	163,046	
77 do in United States vessels.....	90,153	
Aggregate quantity discharged.....	253,199	
Quantity transhipped to Montreal.....	249,233	
Total quantity transhipped to Montreal.....		259,655
Transhipped to Cardinal.....	2,725	
Remaining at Kingston.....	1,241	3,966
Total		280,817

Q.—COMPARATIVE Statement of the Quantity of Grain passed down the Welland Canal to Kingston for the Seasons of 1890 and 1891.

	1890.		1891.	
	No. of Cargoes.	Tons.	No. of Cargoes.	Tons.
Quantity arrived at Kingston in Canadian vessels.....	203	184,275	209	190,664
do do do in United States.....	35	35,560	77	90,153
Total.....	238	219,835	286	280,817
Quantity transhipped at Kingston in Canadian vessels for Montreal.....		185,170		259,655
Quantity taken to Montreal in vessels in which it arrived at Kingston.....		27,497		17,196
Quantity transferred in cars and taken to Montreal by rail.....		972		
Quantity remaining at Kingston.....		1,089		1,241
Quantity transhipped to Cardinal.....		5,107		2,725
Total.....		219,835		280,817

3 vessels took cargoes through to Montreal intact in 1891 against 3 in 1890.
44 vessels lightered their cargoes at Kingston in 1891 against 63 in 1890.
239 vessels discharged the whole of their cargoes at Kingston in 1891 against 172 in 1890.

R.—STATEMENT showing the Quantity of Oats arrived at Montreal by Canal and Rail during the Years 1884 to 1891, inclusive, and the total shipments for the same period.

Years.	Receipts <i>via</i> Lachine Canal.	Receipts <i>via</i> C. P. R. and G. T. R. is reported as follows.	Total Receipts at Montreal.	Shipments <i>via</i> River St. Lawrence and G. T. R.
	Bushels.	Bushels.	Bushels.	Bushels.
1884.....	297,326	528,032	825,358	246,643
1885.....	678,866	550,425	1,229,291	1,463,932
1886.....	650,910	595,756	1,246,666	2,033,098
1887.....	341,568	452,748	794,316	509,010
1888.....	123,213	542,007	665,220	70,809
1889.....	119,958	812,750	932,708	88,910
1890.....	200,896	1,448,187	1,649,083	244,380
1891.....	102,162	1,616,004	1,718,166	791,691

S.—THE Quantity of Coal passed through the Welland Canal during a series of years from 1885 to 1891, inclusive, and the amount of Tolls Collected thereon, is as follows:—

Year.	From Canadian Ports to Canadian Ports.	From United States Ports to United States Ports.		From United States Ports to Canadian Ports.		Total Tons.	Amount of Tolls Paid. — Rate, 20 cents a ton.
	Up.	Up.	Down.	Up.	Down.		
	Tons.	Tons.	Tons.	Tons.	Tons.		\$ cts.
1885.....		193,442	4,974	10,321	31,350	240,087	48,017 40
1886.....		184,564	5,400	22,187	49,724	261,875	52,375 00
1887.....		81,617	1,163	26,775	25,968	135,523	27,104 60
1888.....		172,381	878	17,365	27,183	217,807	43,561 40
1889.....		226,352	1,124	12,036	25,931	265,443	53,188 60
1890.....	80	116,616	615	17,280	22,781	202,372	38,222 30
*1891.....		185,190	1,382	17,374	20,698	224,644	44,928 20

NOTE.—Tolls on Soft Coal passed down the Welland Canal, during the Season of 1890, were reduced from 20 to 10 cents a ton, per O.C., 11th May, 1890, for the season of 1890 only, the rate for 1891 being 20 cents a ton for passage either eastward or westward.

THE Quantity of Coal passed down (or eastward) through the Welland Canal in Canadian and United States Vessels for the Years 1885 to 1891, is as follows:—

Year.	Quantity Carried in Canadian Vessels.		Quantity Carried in United States Vessels.		Total Quantity Carried in Canadian and United States Vessels.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
1885.....	17,764	3,552 80	18,560	3,712 00	36,324	7,264 80
1886.....	43,477	8,695 40	11,647	2,329 40	55,124	11,024 80
1887.....	25,023	5,004 60	2,208	421 60	27,131	5,426 20
1888.....	23,853	4,770 60	4,208	841 60	28,061	5,612 20
1889.....	24,679	4,935 80	2,376	475 20	27,055	5,411 00
1890.....	22,781	2,365 60	615	61 50	23,396	2,427 10
1891.....	20,546	4,109 20	3,851	670 20	24,397	4,879 40

T.—STATEMENT showing the Quantity of Coal passed through the whole length of the St. Lawrence Canals during the Seasons of 1885 to 1891, inclusive.

Year.	Quantity passed up Free of Tolls.	Quantity passed down to Montreal.	Total Quantity passed up and down.	Amount of Tolls on Quantity passed down to Montreal.
	Tons.	Tons.	Tons.	\$ cts.
1885.....	5,035	122,829	127,864	18,424 35
1886.....	3,301	118,802	122,103	17,820 70
1887.....	7,579	121,618	129,197	18,242 70
1888.....	8,341	123,050	131,391	18,423 90
1889.....	5,360	124,290	129,650	18,604 90
1890.....	6,538	135,168	141,706	20,275 20
1891.....	7,951	141,701	149,652	21,255 15

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, showing the Quantity to Montreal, the Quantity to Canadian Ports between Port Dalhousie and Cornwall, and the Quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Years 1883 to 1891, inclusive.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1883.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	3	2	.....
Agricultural products, not enumerated, vegetable.....	.....	3	3
do do animal.....	.....	6	.....
Agricultural implements.....	.....	.....	1
Barley.....	.....	.....	735
Coal.....	.....	89,344	5,372
Corn.....	109,191	6,815	66,128
Crockery and earthenware.....	.....	.....	1
Fish.....	.....	.....	1
Flour.....	5,089	.....	2,041
Furniture.....	6	8	25
Glass.....	1	9	.....
Horses.....	.....	.....	6
Hides and skins.....	77	26	60
Iron, railway.....	.....	.....	142
do all other.....	5	39	90
Lard and lard oil.....	6	1	5
Meal, all kinds.....	1,188	138	8,579
Meats, other than pork..	.....	2	12
Manilla.....	.....	.....	4
Molasses.....	43	4	1
Nails.....	.....	.....	51
Oats.....	.....	.....	731
Oil, in barrels.....	.....	300	206
Oil cake.....	.....	.....	1
Pease.....	726	.....	.....
Pork.....	212	13	163
Paint.....	.....	.....	6
Rags.....	.....	.....	271
Rye.....	518	.....	.....
Salt.....	.....	.....	8
Stone, intended for cutting.....	.....	2,584	38
do wrought.....	269	353	87
Seeds, all kinds.....	2	.....	662
Steel.....	1	.....	.....
Sugar.....	2	.....	.....
Spirits, beer, &c.....	35	98	156
Tobacco, raw.....	.....	5	.....
Tallow.....	.....	2	.....
Wheat.....	76,379	3,835	54,282
White lead.....	.....	.....	5
Wool.....	.....	.....	95
All other merchandise, not enumerated.....	52	109	665
Barrels, empty.....	.....	4	.....
Firewood, in vessels.....	.....	930	.....
Hoops.....	.....	.....	26
Lumber, sawn, in vessels.....	6,311	792	34,732
Staves and headings, barrel.....	.....	31	.....
do pipe.....	2,024	2,738	.....
do West India.....	451	1,946	.....
Staves, salt barrel.....	.....	.....	25
Shingles.....	.....	.....	9
Split posts and fence rails, in vessels.....	.....	1	.....
Timber, square.....	2,604	74,329	.....
Woodenware and wood, partly manufactured.....	199	35	30
Total.....	205,394	184,502	175,455

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1884.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	36	10	.....
Agricultural products, not enumerated, vegetable .....	.....	7	.....
do do animal .....	.....	2	.....
Agricultural implements.....	.....	9	.....
Barley.....	38	52	.....
Coal.....	.....	32,598	4,293
Corn.....	55,552	9,552	53,707
Cattle.....	.....	1	.....
Fish.....	.....	13	.....
Flour.....	9,659	.....	1,715
Furniture.....	10	17	16
Glass, all kinds.....	.....	10	1
Hay, pressed.....	.....	.....	13
Horses.....	.....	2	6
Hides, horns and hoofs.....	.....	.....	73
Iron, all other.....	.....	8	40
Kryolite and chemical ore, and other ore, except iron.....	.....	10	.....
Lard and lard oil.....	.....	2	7
Meal, all kinds.....	.....	5	8,170
Meats other than pork.....	.....	28	4
Marble.....	.....	.....	1
Nails.....	1	.....	26
Oats.....	872	.....	9,874
Oil, in barrels.....	78	354	255
Pease.....	433	.....	.....
Pork.....	318	.....	.....
Rye.....	477	.....	.....
Salt.....	.....	364	.....
Stone, intended for cutting.....	.....	2,059	15
do wrought.....	317	190	7
Seeds, all kinds.....	.....	111	511
Sheep.....	.....	.....	1
Spirits, beer, &c.....	.....	11	26
Turpentine.....	1	.....	.....
Wheat.....	84,822	2,549	40,975
All other goods and merchandise not enumerated.	37	104	480
Barrels, empty.....	37	3	1
Firewood, in vessels.....	.....	930	.....
Lumber, sawn in vessels.....	7,531	85	45,239
Staves and headings, barrel.....	.....	22	.....
do pipe.....	200	487	.....
do West India.....	863	406	.....
Shingles.....	.....	7	76
Timber, square.....	7,365	50,414	.....
Woodenware and wood, partly manufactured.....	68	3	11
Total.....	168,715	100,425	165,543

A refund of 10 cents per ton was allowed on wheat, corn, oats, barley and rye passed down to Montreal, per O. C. 28th May, 1884.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1885.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	97		
Apples.....	513		
Agricultural products, not enumerated, vegetable.....	1		
do do animal.....	2		
Barley.....			228
Coal.....		31,350	4,974
Corn.....	44,401	9,906	63,229
Crockery and earthenware.....	1		
Flour.....	2,874		124
Furniture.....	5	11	
Horses.....	2	1	
Iron, pig.....		100	
do all other.....	7		
Iron ore.....			987
Lard and lard oil.....		2	
Meal, all kinds.....	16		
Oats.....			882
Oil, in barrels.....	7	568	
Pease.....	11		
Paint.....		68	
Pork.....	30		
Salt.....		407	
Stone, for cutting.....		3,749	
do wrought.....		8	
Seeds, all kinds.....	42	10	
Spirits, beer, &c.....		25	
Tallow.....	2	4	
Wheat.....	52,157	2,003	53,235
All other merchandise not enumerated.....	28	8	2
Barrels, empty.....	128	8	
Firewood, in vessels.....		540	
Lumber, sawn.....	19,945	6,774	49,561
Staves and headings.....	856	604	
Shingles.....			111
Timber, square.....	11,767	69,616	
Woodenware.....	76		
Total.....	132,968	125,762	173,333

A refund of 10 cents per ton was allowed on wheat, corn, oats, pease, barley and rye passed down to Montreal, per O. C. 17th June, 1885, and a refund of 18 cents per ton from 1st July, 1885, per O. C. 4th July, 1885.

U.—COMPARATIVE STATEMENT of the quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Ontario Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1886.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	44	10	11
Apples.....	49		
Agricultural products, not enumerated, vegetable.....		1	1
Bricks.....			41
Cement and water lime.....			26
Coal.....		49,724	5,400
Corn.....	116,517	8,871	93,503
Flour.....	2,934		7,591
Furniture.....	6	15	21
Glass, all kinds.....			2
Horses.....	1		1
Hides and skins, &c.....			414
Iron, pig.....		617	43
do all other.....	15	12	1
Lard and lard oil.....	22	9	13
Meal, all kinds.....	125	18	13,201
Meats, other than pork.....	67	64	1
Marble.....		2	
Molasses.....	28	7	
Nails.....			4
Oats.....		41	4,790
Oil.....	6	28	6
Pease.....	608		
Pork.....	936	407	106
Paint.....	1	1	
Rags.....			13
Salt.....		29	1
Stone for cutting.....		4,314	
do wrought.....		103	38
Seed, all kinds.....	33	3	236
Sugar.....			3
Spirits, beer, &c.....	8	12	21
Tobacco, raw.....	25		
Tallow.....	1	2	1
Wheat.....	86,815	969	53,258
Wool.....			1,125
Merchandise, not enumerated.....	100	46	793
Barrels, empty.....	6	2	
Floats.....		20	
Lumber, sawn, in vessels.....	18,707	7,546	53,124
Masts, spars, &c.....		22	
Staves and headings, barrel.....		57	
do do pipe.....	332	339	
do do West India.....	287	444	
Shingles.....		12	463
Timber, square.....	16,740	44,335	
Woodenware, &c.....	101	45	2
Total.....	244,514	118,127	234,254

A refund of 18 cents per ton was allowed on wheat, corn, oats, pease, barley and rye, passed down to Montreal, per O. C. 21st April, 1886.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1887.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	113		
Apples.....	33		
Agricultural Products not enumerated, vegetable.....			2
Agricultural Implements.....			9
Barley.....			1,709
Coal.....		25,968	1,163
Corn.....	24,609	6,898	83,431
Fish.....			2
Flour.....	6,140		11,780
Furniture.....	9	9	24
Horses.....	1	1	2
Hides, skins, &c.....			170
Iron, pig.....		1,137	
do all other.....		7	
Lard and lard oil.....		6	14
Meal, all kinds.....	87	42	10,726
Meats, other than pork..	29	15	18
Nails.....	1		
Oats.....			12,050
Oil.....	14	190	8
Oil cake.....	17		
Pease.....	362		
Pork.....	413	86	108
Stone, for cutting.....		3,531	
do wrought.....	12	543	
Seeds.....		4	44
Sugar.....	15		1
Spirits.....		99	63
Wheat.....	160,063	4,940	37,678
Wool.....			86
All other merchandises, not enumerated.....	72	123	468
Barrels, empty.....	88		24
Lumber, sawn.....	7,001	1,816	44,733
Staves and headings, barrel.....		27	
do pipe.....	184		
do West India.....	131	838	
Timber, square.....	14,390	21,351	
Woodenware and wood partly manufactured.....	45	1	2
Total.....	213,834	67,632	204,315

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye, passed down to Montreal, per O. C. 28th March, 1887.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports, between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1888.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	85		
Apples.....		45	
Barley.....			2
Cement and water lime.....			4
Coal.....		27,183	878
Corn.....	66,443	25,469	102,974
Crockery and earthenware.....		4	1
Flour.....	3,865		8,563
Furniture.....	2	1	30
Glass, all kinds.....	3	2	
Hay, pressed.....		20	
Horses.....	2		
Hides and skins.....			39
Iron, pig.....		549	
do all other.....	418	490	
Lard and lard oil.....	54	12	18
Meal, all kinds.....	100		11,598
Meats, other than pork.....	39	6	14
Oats.....			26,510
Oil.....		3	
Pease.....		54	
Pork.....	265	61	19
Rags.....			14
Rye.....		632	179
Stone, for cutting.....		6,535	
do wrought.....		126	
Seeds, all kinds.....	12	1	48
Steel.....			3
Sugar.....		2	4
Spirits.....	3	2	151
Tallow.....			1
Wheat.....	93,915	14,365	39,999
Wool.....			18
All other goods and merchandise not enumerated.....	105	34	1,435
Barrels, empty.....	40		133
Lumber, sawn.....	5,174	4,515	45,818
Staves and headings, barrel.....	15	7	
do pipe.....	124		
do West Indies.....	1,623	13	
do salt barrel.....	1	1	
Shingles.....			6
Timber, square, in vessels.....	11,586	33,669	
Woodenware.....	25		8
Total.....	183,899	113,801	238,467

A refund of 18c. per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal, per O. C. 20th April, 1888.

U.—COMPARATIVE STATEMENT of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1889.	Tons.	Tons.	Tons.
Ashes, pot and pearl.....	107	5	
Coal.....		25,931	1,124
Corn.....	195,350	11,200	147,045
Crockery and earthenware.....		1	1
Fish.....		5	
Flour.....	6,841		5,017
Furniture.....		4	30
Horses.....	2		1
Iron, pig.....		613	
do all other.....			520
Lard and lard oil.....		5	19
Meal, all kinds.....	148		17,224
Meats other than pork.....	32	2	3
Molasses.....			88
Oats.....	320		27,492
Oil, in barrels.....	4	2	
Oil cake.....	798		
Potatoes.....			1
Pork.....	1,220	114	21
Rye.....	1,284	634	
Salt.....		316	
Stone, for cutting.....		6,784	
do wrought.....		11	2
do not suitable for cutting.....		375	1,681
Seeds, all kinds.....	3		151
Spirits, beer, &c.....	20	8	190
Tallow.....			13
Wheat.....	70,815	7,241	39,229
Wool.....			452
Merchandise.....	193	129	1,591
Barrels, empty.....			173
Lumber, sawn.....	6,118	4,669	71,055
Masts, spars, &c.....		220	
Railway ties.....		852	
Saw logs.....			158
Staves and headings, barrel.....		4	
do pipe.....	202	304	
do West India.....	68	559	
Shingles.....			51
Split posts, &c.....		17	
Timber, square.....	9,302	70,579	240
Woodenware, &c.....			2
Total.....	292,827	130,584	313,574

A refund of 18 cents per ton was allowed on wheat, corn, pease, barley and rye passed down to Montreal per Order in Council 18th March, 1889.

U.—COMPARATIVE Statement of the Quantity of Freight passed down the Welland Canal, &c.—*Continued.*

Articles.	Quantity. passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1890.	Tons.	Tons.	Tons.
Ashes.....	70		
All other products, animal.....	14		
do vegetable.....	1		
Barley.....			6,519
Bricks.....			4
Coal.....		22,781	615
Corn.....	134,966	11,584	180,842
Fish.....	49		
Flour.....	3,065		9,204
Furniture.....	1	1	21
Glasses, all kinds.....	1		
Horses.....	3		1
Iron, all other.....			1
Kryolite.....		1,280	1,620
Lard and lard oil.....		5	30
Meal.....	222		20,482
Meats.....			15
Oats.....	479	73	27,030
Oil, in barrels.....	6		
Oil cake.....	2		
Paint.....			3
Pease.....			14
Pork.....	221	19	88
Potatoes.....			1
Rye.....	1,120	1	
Salt.....		701	
Stone, for cutting.....		5,761	
do wrought.....		639	18
Seeds, all kinds.....	2		135
Spirits, &c.....	26		228
Tallow.....	54		
Wheat.....	75,515	5,241	31,527
White lead.....			1
Merchandise.....	142	32	1,822
Barrels, empty.....			7
Firewood, in vessels.....		1,398	
Lumber, sawn, in vessels.....	3,195	3,767	47,590
do rafts.....	384		
Staves and headings, pipe.....		187	
do do West Indies.....		36	
Shingles.....			14
Square timber, in vessels.....		73,112	
do rafts.....		17,683	
Woodenware.....	1		1
Corn.....	16,033		
Oats.....	400		
	16,433		*16,433
Total.....	235,972	144,300	311,400

*This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence canals to Montreal.

A refund of 18 cents Welland Canal tolls was allowed on wheat, Indian corn, pease, barley, rye (and oats for export), when shipped for Montreal or some port east of that point per Order in Council 26th February and 5th May, 1890.

V.—SUMMARY of Quantity of Freight passed down Welland Canal on which full Tolls were paid.

	Quantity passed down to Canadian Ports : Toronto, Hamilton, King- ston, Cornwall, &c.	Quantity passed down to United States Ports : Oswego, Ogdens- burg, &c., on south side of Lake Ontario.
1883.		
Grain.....	Tons. 10,650	Tons. 121,876
Other Articles.....	173,852	53,579
Total.....	184,502	175,455
1884.		
Grain.....	12,153	104,556
Other Articles.....	88,272	60,987
Total.....	100,425	165,543
1885.		
Grain.....	11,909	117,574
Other Articles.....	113,853	55,759
Total.....	125,762	173,333
1886.		
Grain.....	9,881	151,551
Other Articles.....	108,246	82,703
Total.....	118,127	234,254
1887.		
Grain.....	11,838	134,868
Other Articles.....	55,794	69,447
Total.....	67,632	204,315
1888.		
Grain.....	25,599	169,664
Other Articles.....	73,281	68,803
Total.....	98,880	238,467
1889.		
Grain.....	19,075	213,766
Other Articles.....	111,509	99,808
Total.....	130,584	313,574
1890.		
Grain.....	16,899	* 245,932
Other Articles.....	127,401	81,901
Total.....	144,300	327,833
1891.		
Grain.....	6,805	* 220,527
Other Articles.....	47,510	96,682
Total.....	54,315	317,209

* Of this quantity of grain 16,433 tons was transhipped to Montreal for 1890; and 17,817 tons for 1891.

COMPARATIVE Statement of the quantity of freight passed down the Welland Canal, showing the quantity to Montreal, the quantity to Canadian Ports between Port Dalhousie and Cornwall, and the quantity to United States Ports, Oswego, Ogdensburg, &c., on the south side of Lake Ontario, for the Year 1891.

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports.
1891.	Tons.	Tons.	Tons.
Ashes.....	40		
Agricultural products.....	2		42
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Coal.....		20,698	1,382
Flour.....	3 324		6,802
Fish.....			1
Furniture.....	2	2	7
Glass.....	1		1
Horses.....	2	2	3
Hay.....		21	
Iron, pig.....	371	128	
do all other.....		1,036	10
Lard and lard oil.....	100	16	10
Meal, all kinds.....	67		26,096
Meats, other than pork.....		1	2
Molasses.....		20	18
Oats.....			52,823
Oil.....			1
Pease.....	390		
Pork.....	201		73
Rags.....			60
Rye.....	64,978	969	
Seeds, all kinds.....	2		256
Salt.....		1,861	494
Stone for cutting.....		6,602	
do wrought.....		7	
Tobacco.....	1		
Tallow.....		9	8
Wheat.....	159,785	692	32,097
Staves, pipe.....		8	
Whiskey and all other liquors.....	105	57	167
Wool.....			1,237
Merchandise.....	278	6	1,779
Kryolite.....		1,098	1,773
Lumber, in vessels.....	2,991	1,300	56,456
do in rafts.....	917		
Timber, square, in rafts.....	5,680		
Barrels.....		14,638	4
Corn.....	12,169	291,776	54,315
Wheat.....	5,648		317,209
		17,817	*17,817
Total.....	309,593	54,315	299,392

* This quantity of grain was transhipped at Ogdensburg and passed down the St. Lawrence Canals to Montreal.

A refund of 18 cents a ton Welland Canal tolls on wheat, Indian corn, pease, barley, rye and (for export) oats, originally shipped for Montreal or some port east of Montreal, per Order in Council 25th March, 1891.

STATEMENT showing the quantity of freight passed down the Welland Canal to Canadian Ports, &c.—*Continued.*

RECAPITULATION.

Articles.	Quantity passed to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the South Side of Lake Ontario.
1884.	Tons.	Tons.	Tons.
Barley	38	52	.....
Corn	55,552	9,552	53,707
Oats	872	.....	9,874
Rye	477	.....	.....
Wheat	84,822	2,549	40,975
Total Grain	141,761	12,153	104,556
Other Articles	26,954	88,272	60,987
Total	168,715	100,425	165,543
1885.			
Barley .....	.....	.....	228
Corn	44,401	9,906	63,229
Oats .....	.....	.....	882
Pease	11	.....	.....
Rye .....	.....	.....	.....
Wheat	52,157	2,003	53,235
Total Grain	96,569	11,909	117,574
Other Articles	36,399	113,853	55,759
Total	132,968	125,762	173,333
1886.			
Barley .....	.....	.....	.....
Corn	116,517	8,971	93,503
Oats .....	.....	41	4,790
Pease	608	.....	.....
Rye .....	.....	.....	.....
Wheat	86,815	969	53,258
Total Grain	203,940	9,881	151,551
Other Articles	40,574	108,246	82,703
Total	244,514	118,127	234,254
1887.			
Barley .....	.....	.....	1,709
Corn	24,609	6,898	83,431
*Oats .....	.....	.....	12,050
Pease	362	.....	.....
Rye .....	.....	.....	.....
Wheat	160,063	4,940	37,673
Total Grain	185,034	11,838	134,868
Other Articles	28,800	55,794	69,447
Total	213,834	67,632	204,315

* There was no refund on Oats for 1887, 1888 and 1889.

STATEMENT showing the Quantity of Freight passed down the Welland Canal to Canadian Ports, &c.—*Concluded.*RECAPITULATION—*Concluded.*

Articles.	Quantity passed down to Montreal.	Quantity passed down to Canadian Ports between Port Dalhousie and Cornwall.	Quantity passed down to United States Ports on the south side of Lake Ontario.
1888.	Tons.	Tons.	Tons.
Barley.....			2
Corn.....	66,443	25,469	102,974
Oats.....			26,510
Pease.....		54	
Rye.....		632	179
Wheat.....	93,915	14,365	39,999
Total Grain.....	160,358	†40,520	169,664
Other Articles.....	23,541	73,281	68,803
Total.....	183,899	113,801	238,467
1889.			
Barley.....			
Corn.....	195,350	11,200	147,045
Oats.....	320		27,492
Pease.....			
Rye.....	1,284	634	
Wheat.....	70,815	7,241	39,229
Total Grain.....	267,769	19,075	213,766
Other Articles.....	25,158	111,509	99,808
Total.....	292,927	130,584	313,574
1890.			
Barley.....			6,519
Corn.....	150,999	11,584	180,842
Oats.....	879	73	27,030
Pease.....			14
Rye.....	1,120	1	
Wheat.....	75,515	5,241	31,527
Total Grain.....	228,513	16,899	†245,932
Other Articles.....	7,459	127,401	81,901
Total.....	235,972	144,300	327,833
1891.			
Barley.....			8,113
Corn.....	52,539	5,144	127,494
Oats.....			52,823
Pease.....	390		
Rye.....	64,978	969	
Wheat.....	159,785	692	32,097
Total Grain.....	277,692	6,805	220,527
Transhipped at Ogdensburg to Montreal.....	+ 17,817		— 17,817
Total.....	295,509		202,710
Other Articles.....	14,084	47,510	96,682
Grand Total.....	309,593	54,315	299,392

† Owing to a break in the Cornwall Canal, 14,921 tons of the above quantity of grain was transhipped to Montreal *via* Canadian Pacific and Grand Trunk Railways, and the refund of 18 cents per ton allowed.

‡ Of this quantity of grain, 16,433 tons was transhipped at Ogdensburg to Montreal.

CANAL

COMPARATIVE Statement for Years ended

	January.	February.	March.	April.	May.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Welland Canal, 1890.....				17,294 68	27,935 15
do 1891.....	205 00			6,519 99	28,972 97
Increase.....	205 00				1,037 82
Decrease.....				10,774 69	
St. Lawrence Canals, 1890.....	52 60			667 03	8,103 19
do 1891.....	15 52			201 50	8,151 22
Increase.....					48 03
Decrease.....	37 08			465 53	
Chambly Canal, 1890.....				7 45	1,140 30
do 1891.....					3,310 07
Increase.....					2,169 77
Decrease.....				7 45	
Rideau Canal, 1890.....	2 00				896 36
do 1891.....				41 14	609 33
Increase.....				41 14	
Decrease.....	2 00				287 03
Ottawa Canals, 1890.....				570 00	8,676 26
do 1891.....				541 88	8,064 90
Increase.....					
Decrease.....				28 12	611 36
St. Peter's Canal, 1890.....	3 79			60 17	275 37
do 1891.....				28 89	154 70
Increase.....					
Decrease.....	3 79			31 28	120 67
Trent Canal, 1890.....				10 61	51 06
do 1891.....				2 70	71 53
Increase.....					20 47
Decrease.....				7 91	
Murray Canal, 1890.....					106 64
do 1891.....				13 52	54 85
Increase.....				13 52	
Decrease.....					51 79
Total Increase.....	162 13				2,205 24
Total Decrease.....				11,260 32	

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1890. \$41,635.46; actual revenue, \$306,424.05.

Amount refunded on account of reduction of tolls on grain through Welland and St. Lawrence Canals, 1891, \$49,834.98; actual revenue, \$300,516.99.

REVENUE.

31st December, 1890, and 1891.

June.	July.	August.	September.	October.	November.	December.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
25,323 04	29,219 82	25,407 30	27,792 97	21,998 15	19,682 69	15 12	194,668 92
28,772 52	25,662 27	31,879 90	33,200 17	29,979 75	14,234 57	976 16	200,403 30
3,449 48	3,557 55	6,472 60	5,407 20	7,981 60	5,448 12	961 04	5,734 38
10,541 08	12,570 66	14,050 70	12,741 35	11,611 53	6,882 11	70 41	77,290 66
13,629 48	15,732 89	12,600 99	10,688 44	10,892 53	8,640 03	101 37	80,653 97
3,088 40	3,162 23	1,449 71	2,052 91	719 00	1,757 92	30 96	3,363 31
3,186 29	2,422 48	2,843 64	3,533 65	3,423 79	1,627 15		18,184 75
3,026 21	3,176 19	2,746 49	2,180 91	3,197 81	1,897 20		19,534 88
	753 71				270 05		1,350 13
160 08		97 15	1,352 74	225 98			
1,039 30	1,229 55	934 90	886 50	868 18	430 82	1 16	6,288 77
1,151 39	1,145 24	966 88	819 04	901 42	508 61	2 84	6,145 89
112 09	84 31	31 98	67 46	33 24	77 79	1 68	142 88
7,402 31	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99		48,252 36
6,938 18	6,898 19	5,422 33	4,598 07	4,649 97	3,343 87	1 00	40,458 39
464 13	2,040 95	1,709 62	799 34	1,422 33	719 12	1 00	7,793 97
170 40	203 26	203 18	440 84	301 75	217 51	43 65	1,919 92
112 98	102 35	111 36	286 05	438 40	383 37	163 66	1,781 76
57 42	100 91	91 82	154 79	136 65	165 86	120 01	138 16
110 34	124 96	132 90	123 45	113 62	42 00		708 94
119 95	129 86	139 60	125 24	95 05	19 80		703 73
9 61	4 90	6 70	1 79	18 57	22 20		5 21
131 57	107 93	152 86	84 52	77 17	46 34	38 16	745 19
135 67	146 09	178 74	63 85	46 05	31 28		670 05
4 10	38 16	25 88	20 67	31 12	15 06	38 16	75 14
5,982 05	1,824 72	3,188 86	961 08	5,734 49	3,932 88	1,076 53	2,292 46
Total for Year 1890.....							348,059 51
Total for Year 1891.....							350,351 97

COMPARATIVE STATEMENT showing the Quantities of Vegetable Food and Lumber passed through Canals during the Years ended 31st December, 1890 and 1891.

	VEGETABLE FOOD.							Lumber.	Total.
	Flour.	Wheat.	Corn.	Barley.	Oats.	Rye.	* All other.		
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland Canal, 1890..	14,509	118,002	327,394	10,830	27,728	1,549	20,876	60,398	581,286
do 1891..	13,517	198,658	185,180	8,113	52,959	65,888	28,042	64,887	617,244
Increase.	.....	80,656	.....	.....	25,231	64,339	7,166	4,489	35,958
Decrease.	992	.....	142,214	2,717	.....	.....	.....	.....	.....
St. Lawrence Canals, 1890..	6,865	101,420	161,720	1,569	4,507	4,376	31,448	43,437	355,342
do 1891..	8,123	190,843	67,603	17,606	8,923	66,917	42,730	48,322	451,067
Increase.	1,258	89,423	.....	16,037	4,416	62,541	11,282	4,885	95,725
Decrease.	.....	.....	94,117	.....	.....	.....	.....	.....	.....
Chambly Canal, 1890..	207	45	7	496	632	.....	562	83,183	85,132
do 1891..	228	.....	.....	842	1,239	.....	2,474	97,561	102,344
Increase.	21	45	7	346	607	.....	1,912	14,378	17,212
Decrease.	.....	.....	.....	.....	.....	.....	.....	.....	.....
Rideau Canal, 1890..	487	191	35	101	91	107	342	38,651	40,005
do 1891..	690	290	22	373	124	170	437	38,524	40,630
Increase.	203	99	.....	272	33	63	95	.....	625
Decrease.	.....	.....	13	.....	.....	.....	.....	127	.....
Ottawa Canals, 1890..	19	44	.....	119	1,378	20	2,139	531,076	534,795
do 1891..	112	18	.....	150	1,038	.....	3,275	424,116	428,709

Increase.....	93	31	340	20	1,136	106,960	106,086
Decrease.....	26						
St. Peter's Canal, 1890.....	1,629					2,567	4,196
do 1891.....	1,299					2,827	4,126
Increase.....							
Decrease.....	330					260	70
Newcastle District Canals, 1890.....	43					347	390
do 1891.....	25					794	819
Increase.....							
Decrease.....	18					447	429
Murray Canal, 1890.....	60	1,070		454	1,002	621	3,681
do 1891.....	14	756	17	527	519	834	3,486
Increase.....							
Decrease.....	46	314	17	73	573	213	195
Total Increase.....	189	13,655	29,964	126,996	21,018		43,598
Total Decrease.....		236,348				82,415	
Total for year 1890.....							1,604,827
Total for year 1891.....							1,648,425

*Comprises apples, meals, pease and potatoes.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A.

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.			\$	cts.
Ashes, Pot and Pearl.	...	5	...	...	...	...	...	...	...	...	...	...	...	...	\$	cts.
Apples.	...	1,101	103	...	19	...	...	35	...	40	40	...	...	8 00	8 00	8 00
Agricultural Products, not enumerated, Vegetable.	...	...	...	...	...	...	...	...	122	1,101	1,223	...	6 43	27 55	33 98	33 98
Agricultural Products, not enumerated, Animal.	...	...	...	...	...	...	...	2	...	444	444	...	...	28 80	28 80	28 80
Agricultural Implements.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Barley	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Bricks	18	...	31	...	...	...	...	...	49	8,113	8,113	...	5 52	1,622 60	1,622 60	1,622 60
Bones.	...	...	...	...	...	...	...	...	66	...	...	...	...	...	...	...
Brimstone	...	...	...	...	66	...	...	...	413	5	418	...	9 90	...	9 90	9 90
Cement and Water Lime	...	5	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Clay, Lime and Sand	70	...	...	...	...	...	...	...	70	...	...	...	...	...	...	...
Coal	...	...	...	...	185,190	1,382	17,374	20,698	202,564	22,080	224,644	...	40,512 20	4,416 00	44,928 20	44,928 20
Corn	...	3	...	...	127,494	57,683	...	...	3	185,177	185,180	...	0 45	37,035 40	37,035 85	37,035 85
Cattle	1	...	...	...	...	...	...	...	1	...	...	...	0 02	...	0 02	0 02
Cotton (Raw).	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Crockery and Earthenware.	5	...	...	...	...	...	...	...	5	...	5	...	0 10	...	0 10	0 10
Dye Wood and Dye Stuffs.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Fish.	35	...	35	...	234	1	...	...	304	1	305	...	40 36	0 20	40 56	40 56
Flax and Hemp.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Flour.	...	4,524	...	...	2	6,802	2,191	...	11	13,517	13,517	...	1 65	1,911 76	1,911 76	1,911 76
Furniture.	...	1	9	...	...	7	...	...	...	12	23	...	...	2 23	3 88	3 88
Gypsum	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Glass, all kinds.	1	...	29	...	...	1	...	...	30	2	32	...	4 37	0 40	4 77	4 77
Hay, pressed	100	21	...	...	...	...	...	...	100	21	121	...	15 00	4 20	19 20	19 20
Hogs.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Horses.	50	7	2	...	1	3	...	...	53	14	67	...	1 45	1 57	3 02	3 02
Hides and Skins, Horns and Hoofs.	...	...	...	...	87	...	...	...	87	...	87	...	13 05	...	13 05	13 05
Ice.	...	...	350	...	800	...	...	...	1,150	...	1,150	...	57 50	...	57 50	57 50

No. (A) 6.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.
Hop Poles.....		2,482	1,641	11,002		45,504		4,248	1,641	63,236	64,877	295 37	11,249 66	11,545 03
Lumber, sawn, in Vessels.....														
do Rafts.....														
Masts, Spars and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....		63		264							327		28 03	28 03
Railway Ties, in Vessels.....				1,462					343	3,423	3,766	19 82	141 05	160 87
do Rafts.....	343	1,961								155	155		12 40	12 40
Saw Logs.....		155						8		8	8		1 50	1 50
Staves and Headings, Barrel do West India.....														
Staves, Salt Barrel.....		19								19	19		7 81	7 81
Shingles.....														
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....		2,116						18,238		20,354	20,354		3,049 94	3,049 94
Timber, Square, in Vessels.....		17							245	17	262	14 13	2 36	16 49
do Rafts.....	245													
Traverses.....														
Woodenware and Wood partly manufactured.....					11				11		11	4 40		4 40
Total Freight paying Tolls.	6,453	58,170	4,203	13,963	247,543	306,257	17,409	306,022	275,608	684,412	960,020	50,457 41	131,027 27	181,484 68
Articles having paid full Tolls on the St. Lawrence Canals, Free.														
Ashes, Pot and Pearl.....											31			
Agricultural Products not enumerated, Vegetable			31						31					
			52						52		52			

[illegible]

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight Transported on the Welland Canal, and the Amount of Tolls Collected thereon, during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Port.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Ashes, Pot and Pearl															\$ est.
Apples.		5									40			8 00	8 00
Agricultural Products, not enumerated, Vegetable.											31			4 65	4 65
Agricultural Products, not enumerated, Animal.											44			8 80	8 80
Agricultural Implements															
Barley											8,113			1,622 60	1,622 60
Bricks	4										35			5 25	5 25
Bones.															
Brinstone											66			9 90	9 90
Cement and Water Lime											413			61 95	61 95
Clay, Line and Sand															
Coal											224,638			4,416 00	44,927 60
Corn											185,180			37,035 40	37,035 85
Cattle															
Cotton, Raw.															
Crockery and Earthenware.															
Dye Wood and Dye Stuffs.															
Fish.															
Flax and Hemp.											235			0 20	35 30
Flour.											8,993			1,798 60	1,798 60
Furniture.											22			2 20	3 85
Gypsum															
Glass, all kinds.											31			0 40	4 75
Hay, Pressed											121			4 20	19 20
Hogs.															
Horses.											10			1 40	1 85
Hides and Skins, Horns and Hoofs.															
Ice											87			13 05	13 05
											1,150			57 50	57 50

Iron, Railway.....	127											127	19 05	19 05
do Pig.....							499			499		1,556	99 80	99 80
do all other.....		1,036			282	10			510	1,046			76 50	209 25
Iron Ore.....														
Kryolite Chemical Ore and other Ore, except Iron.....							1,098			2,871	2,871		143 55	143 55
Lard and Lard Oil.....							116			126	126		25 20	25 20
Mead, all kinds.....							67			26,163	26,163		5,232 60	5,232 60
Meats, other than Pork.....			16				1		16	3	19		0 60	3 00
Marble.....					3,556				3,556		3,556		533 40	533 40
Manilla.....					139				139		139		20 85	20 85
Nails.....			2		45	18	20		139	38	85		7 60	14 65
Oats.....	13		63						76		76		11 40	11 40
Oil (in barrels).....														
Oil Cake.....			2		47	1			49	1	52,823		10,564 60	10,564 60
Pease.....		390								390			78 00	78 00
Pork.....	12								12		12		1 80	1 80
Paint.....	2					73	201		2	274	276		0 30	54 80
Pitch and Tar.....	5				131				136		136		20 40	20 40
Rags.....					264	60			264		264		39 60	39 60
Rye.....														
Rosin.....	337		480				65,071		817	65,071	65,888		12 00	12 00
Salt.....													13,014 20	13,136 75
Stone intended for Cutting.....		1,861	1		211	494			212	2,355	2,567		471 00	502 80
" wrought.....		251	2				6,351			6,602	6,602		1,320 40	1,320 40
" " not suitable for Cutting, unwrought.....							7		2	7	9		1 40	1 70
Seeds, all kinds.....					2,813	236		2	2,813	258	2,813		281 30	281 30
Sheep.....													51 60	51 60
Soda Ash.....					97				97		97		14 55	14 55
Steel.....					6,220				6,220		6,220		933 00	933 00
Sugar.....	9				202				211		211		31 65	31 65
Spirits, Beer, &c.....	14					167	43		14	329	343		65 80	67 90
Tobacco (Raw).....		119											0 20	0 20
Tallow.....	1									1	1		0 20	0 20
Tin.....					60	8	9		60	17	77		3 40	12 40
Turpentine.....					243				243		243		36 45	36 45
Wheat.....		32,163	3											
Wheat Lead.....						32,097			3	192,970	192,970		38,594 00	38,594 00
Whiting.....													0 45	0 45
Wool.....					6	1,237			6	1,237	1,243		247 40	248 30
All other Goods and Mer- chandise not enumerated.....														
Bark.....	99	5	398		46,355	1,779	279		46,832	2,063	48,915		412 60	7,440 40
Barrels, Empty.....														
Boat Knees.....			43		49	4			92	4			0 78	19 56
Floats.....														
Firewood, in Vessels.....														

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
Hoops												\$	cts.	\$	cts.
Hop Poles															
Lumber, sawn, in Vessels.		960	1,641	10,952		45,504	4,248	61,664	1,641		63,305	295 37	11,091 15	11,386 52	
“ “ Rafts															
Masts, Spars and Telegraph Poles, in Vessels															
Masts, Spars and Telegraph Poles, in Rafts															
Railway Ties, in Vessels															
“ “ Rafts															
Saw Logs															
Staves and Headings, barrel.															
“ “ pipe								8		8	8		1 50	1 50	
“ “ W India															
Staves, Salt Barrel															
Shingles															
Split Posts and Fence Rails, in Vessels															
Split Posts and Fence Rails, in Rafts															
Timber, Square, in Vessels.		2,080					18,238	20,318			20,318		3,046 56	3,046 56	
“ “ Rafts															
Traverses															
Woodenware and Wood partly manufactured..					11				11		11	4 40		4 40	
Total Freight paying Tolls.	680	38,892	3,357	10,952	247,543	306,257	17,368	305,586	268,948	661,687	930,635	50,271 40	129,647 94	179,919 34	
<i>Articles having paid full Tolls on the St. Lawrence Canals, Free:—</i>															
Ashes, Pot and Pearl.....											31			31	
Agricultural Products, not enumerated, Vegetable....											52			52	

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 8.—GENERAL STATEMENT, showing the Quantity of each Article of Way Freight transported on the Welland Canal and the Amount of Tolls collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Ashes, Pot and Pearl.		1,101	91				91	1,101	1,192	1 78	27 55	29 33
Apples.												
Agricultural Products, not enumerated, Vegetable.												
Agricultural Products, not enumerated, Animal.												
Agricultural Implements.												
Barley.	14						14		14	0 27		0 27
Bricks.												
Bones.												
Brimstone.												
Cement and Water Lime.				5			70	5	70	5 25	0 63	0 63
Clay, Lime and Sand.	70				6		6		6	0 60		0 60
Coal.												
Corn.	1						1		1	0 02		0 02
Cattle.												
Cotton, Raw.	5						5		5	0 10		0 10
Crockery and Earthenware.												
Dye Wood and Dye Stuffs.							70		70	5 26		5 26
Fish.	35		35									
Flax and Hemp.												
Flour.		4,524						4,524	4,524		113 16	113 16
Furniture.		1						1	1		0 03	0 03
Gypsum.												
Glass (all kinds).	1						1		1	0 02		0 02
Hay, Pressed.												
Hogs.												
Horses.	50						50		57	1 00	0 17	1 17
Hides and Skins, Horns and Hoofs.												

No. (A) 8—GENERAL STATEMENT showing the Quantity of each Article of Way Freight, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.
Fire Wood, in Vessels.....	1,434	7,032							2,154	7,032	9,186	60 33	347 11	407 44
do Rafts.....														
Hoops.....														
Hop Poles.....														
Lumber, sawn, in Vessels.....		1,522		50										
do Rafts.....										1,572	1,572		158 51	158 51
Masts, Spars and Telegraph Poles, in Vessels.....														
Masts, Spars and Telegraph Poles, in Rafts.....														
Railway Ties, in Vessels.....		63		264							327		28 03	28 03
do Rafts.....	343	1,961							343	3,423	3,766	19 82	141 05	160 87
Saw Logs.....		155		1,462						155	155		12 40	12 40
Staves and Headings, Barrel do do W. India.....														
Staves, salt barrel.....										19	19		7 81	7 81
Shingles.....		19												
Split Posts and Fence Rails, in Vessels.....														
Split Posts and Fence Rails, in Rafts.....		36								36	36		3 38	3 38
Timber, Square, in Vessels.....	245	17							245	17	262	14 13	2 36	16 49
do Rafts.....														
Traverses.....														
Woodenware and Wood partly manufactured.....														
Total Freight paying Tolls	5,773	19,278	846	3,011			41	436	6,060	22,725	29,385	186 01	1,379 33	1,565 34
Timber passed free from Weland to Port Robinson.....		389								389	389			
Grand Total Freight,...	5,773	19,667	846	3,011			41	436	6,060	23,114	29,774			

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 9.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		§	cts.			§	cts.
Ashes, Pot and Pearl.....	8	67	31						45	67	112	8 07	13 40	21 47	
Apples.....	47	5,035		6					53	5,035	5,088	4 64	721 45	726 09	
Agricultural Products, not enumerated, Vegetable.....	297	278	52						349	278	627	48 41	40 70	89 11	
Agricultural Products, not enumerated, Animal.....	58	895							78	895	973	6 26	131 20	137 46	
Agricultural Implements.....	81	6					20		81	6	87	12 19	0 95	13 14	
Barley.....	220	17,386							220	17,386	17,068	4 40	347 94	352 34	
Bricks.....	13,091	6	391				222		13,704	6	13,710	573 93	0 23	574 16	
Bones.....	1	135					13		14	135	149	0 53	17 85	18 38	
Brimstone.....	150						9		159		159	14 98		14 98	
Cement and Water Lime.....	3,124	20	1,463			2			4,587	22	4,600	646 64	0 93	647 57	
Clay, Lime and Sand.....	19,383	9,299	206				3,371		22,960	9,299	32,259	893 17	624 72	1,517 89	
Coal.....		43,814		62	1,040				164,100		164,100	0 40	22,780 77	22,780 77	
Corn.....	4	98			68		12 169		4	12,335	12,335	1 88	1,830 95	1,831 35	
Cattle.....	35	367							35	367	402	1 88	27 71	29 59	
Cotton, Raw.....	2								2		2	0 30		0 30	
Crockery and Earthenware.....	187	26	251						438	26	464	85 47	5 05	90 52	
Dye Wood and Dye Stuffs.....	49	13					38		87	13	100	5 80	2 60	8 40	
Fish.....	280	41	7						287	41	328	28 39	2 88	31 27	
Flax and Hemp.....	2								2		2	0 19		0 19	
Flour.....	693	3,992			7	107			700	4,099	4,799	49 57	605 52	655 09	
Furniture.....	316	696	1						317	696	1,013	38 44	123 19	161 63	
Gypsum.....	1,531	187							1,531	187	1,718	21 59	7 06	28 65	
Glass, all kinds.....	352	82	30						382	82	464	74 90	12 20	87 10	
Hay, Pressed.....	999	557	35		8				1,042	557	1,599	52 85	33 64	86 49	
Hogs.....		27								27	27		4 05	4 05	
Hides and Skins, Horns and Hoofs.....	124	266							124	266	390	8 18	18 36	26 54	
Ice.....	2	31							2	31	33	0 09	4 43	4 52	

Iron, Railway.....	3,294	6	3,294	476 74	0 54	477 28
do Pig.....	4,352	11	4,405	547 35	0 42	547 77
do all other.....	10,577	644	11,057	651 60	28 02	679 62
Iron Ore.....						
Kryolite Chemical Ore and other Ore, except iron.....	2,083	2,083			104 15	104 15
Lard and Lard Oil.....	92	244	336	10 52	21 90	32 42
Meal, all kinds.....	68	765	833	6 26	33 62	39 88
Meats, other than Pork.....	32		33	3 56		3 56
Marble.....	20		20	3 93		3 93
Manilla.....	1		1	0 19		0 19
Molasses.....	719	147	844	90 96	7 35	98 31
Nails.....	2,111	878	2,474	476 03	45 10	521 13
Oats.....	1,246	7,677	8,923	46 93	106 87	243 80
Oil.....	760	140	892	130 09	20 70	130 79
Oil Cake.....	11		11	1 08		1 08
Pease.....	565	35,660	36,225	11 41	737 48	748 89
Potatoes.....	18	109	127	8 34	10 15	18 34
Pork.....	349	232	581	33 81	17 53	51 34
Paint.....	280	289	632	65 40	23 90	89 30
Pitch and Tar.....	118	25	395	32 42	2 30	34 72
Rags.....	4	177	181	0 50	34 70	35 20
Rye.....	77	1,862	1,939	1 54	37 50	39 04
Rosin.....	610	109	1,949	93 09	5 45	98 54
Salt.....	4,440	21	8,437	1,127 18	1 48	1,128 66
Stone intended for cutting.....	344		3,701	1140 43	211 73	1,352 16
“ wrought.....	352		365	18 70		18 70
“ not suitable for cutting, unwrought.....	11,028		11,028		226 95	226 95
Seeds, all kinds.....	8,043	1,920	9,963	302 00	97 84	399 84
Sheep.....		96	96	7 34		7 34
Soda Ash.....	429	6	787	149 67	0 30	149 97
Steel.....	782	12	805	108 84	0 48	109 32
Sugar.....	2,640	22	3,101	580 09	1 25	581 34
Spirits, Beer, &c.....	405	527	1,215	123 70	103 00	226 70
Tobacco, Raw.....	9	3	12	0 95	0 45	1 40
Tallow.....	13		26	2 44		2 44
Tin.....	456	72	552	92 96	3 90	96 86
Turpentine.....	6	13	105	5 48	0 65	6 13
Wheat.....	5,635	19,775	31,058	122 22	1,242 70	1,304 92
White Lead.....	123	11	137	24 67	0 55	25 22
Whiting.....	278		330	65 32		65 32
Wool.....	9	2	13	1 65	0 30	1 95
All other goods and merchan- dise, not enumerated.....	6,368	2,822	11,213	1,228 16	445 70	1,673 86
Bark.....		13	13		3 75	3 75
Barrels, empty.....	228	24	317	42 12	2 82	44 94
Boat knees.....						
Floats.....	460	4,280	4,740	7 40	74 90	82 30
Firewood, in vessels.....	2,256	7,992	11,388	38 91	201 36	330 27

Corn.....	55,262	55,262	55,264	55,264
Flour.....	3,324	3,324	3,324	3,324
Furniture.....	2	2	2	2
Glass.....	1	1	1	1
Horses.....	1	1	2	2
Iron, Pig.....	371	371	371	371
" all other.....	14	14	14	14
Lard and Lard Oil.....	100	100	100	100
Mead, all kinds.....	39	67	67	67
Pease.....	390	390	390	390
Pork.....	201	201	201	201
Rye.....	64,978	64,978	64,978	64,978
Seeds, all kinds.....	2	2	2	2
Tobacco.....	1	1	1	1
Wheat.....	159,305	159,785	159,785	159,785
Whiskey and other Spirits.....	105	105	105	105
Merchandise.....	276	278	278	278
Lumber, in Vessels.....	2,591	2,991	2,991	2,991
" Rafts.....	917	917	917	917
Square Timber, in Vessels.....	140	140	140	140
" " Rafts.....	5,680	5,680	5,680	5,680
Coal, Free, per Order in Council.....	70,276	94,690	94,690	94,690
Material for Canal Construction:—	100	24,306	94,690	94,690
Cement and Water Lime, Free, per Order in Council.....	539	539	539	539
Clay, Lime and Sand, Free, per Order in Council.....	563	563	563	563
Stone, for Cutting.....	750	750	750	750
Kryolite, Free, having paid Full Tolls on Rideau Canal.....	1,410	1,410	1,410	1,410
Grand Total, Freight ...	203,211	547,727	688,899	936,794
Total Tolls on Vessels.....	10,725	1,545	247,895	688,899
" Passengers.....	645	1,701	33,314	137,926
" Free Goods.....	1,701	33,314	137,926	247,895
Fines and Damages.....				
Wharfage and Storage.....				
Other Receipts.....				
Total Revenue, exclusive of Hydraulic Rents.....				
Total Tolls on Vessels.....	9,222 60	6,965 73	16,188 33	16,188 33
" Passengers.....	639 95	2,334 68	3,024 63	3,024 63
" Free Goods.....				
Fines and Damages.....				
Wharfage and Storage.....				
Other Receipts.....				
Total Revenue, exclusive of Hydraulic Rents.....	20,516 29	42,210 27	80,653 97	80,653 97

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Ashes, Pot and Pearl.....	3	67	31	.....	.....	.....	.....	.....	34	67	101	6	80	13	40
Apples.....	.....	4,726	.....	.....	.....	.....	.....	.....	.....	4,726	4,726	.....	.....	708	90
Agricultural Products, not enumerated, Vegetable.....	236	267	52	.....	.....	.....	.....	.....	288	267	555	43	20	40	05
Agricultural Products, not enumerated, Animal.....	5	853	.....	.....	.....	.....	.....	.....	5	853	858	0	75	127	95
Agricultural Implements.....	.....	4	.....	.....	.....	.....	.....	.....	.....	4	4	.....	.....	0	80
Barley.....	.....	8,871	.....	.....	.....	.....	.....	.....	.....	8,871	8,871	.....	.....	177	42
Bricks.....	43	.....	394	76	.....	.....	.....	.....	513	.....	513	76	95	76	95
Bones.....	.....	103	.....	.....	.....	.....	.....	.....	103	.....	103	.....	.....	15	45
Brimstone.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cement and Water Lime.....	2,250	.....	1,463	.....	.....	.....	.....	.....	3,713	.....	3,713	556	95	556	95
Clay, Lime and Sand.....	60	2,452	206	.....	.....	.....	.....	.....	266	2,452	2,718	39	90	367	80
Coal.....	.....	40,901	.....	.....	.....	.....	.....	.....	.....	141,701	141,701	.....	.....	21,255	15
Corn.....	84	.....	.....	.....	.....	.....	.....	.....	.....	12,253	12,253	.....	.....	1,897	68
Cattle.....	14	.....	.....	.....	.....	.....	.....	.....	14	.....	14	.....	.....	2	10
Cotton, Raw.....	2	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	0	30	0	30
Crockery and Earthenware.....	106	25	251	.....	.....	.....	.....	.....	357	25	382	71	40	5	00
Dye Wood and Dye Stuffs.....	5	13	5	.....	.....	.....	.....	.....	5	13	18	1	00	2	60
Fish.....	97	.....	7	.....	.....	.....	.....	.....	104	.....	104	15	60	.....	.....
Flax and Hemp.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	0	15	.....	.....
Flour.....	.....	3,980	.....	.....	.....	.....	.....	.....	.....	3,980	3,980	.....	.....	597	00
Furniture.....	86	580	1	.....	.....	.....	.....	.....	87	580	667	17	40	116	00
Gypsum.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Glass, all kinds.....	284	52	30	.....	.....	.....	.....	.....	314	52	366	62	80	10	40
Hay, Pressed.....	100	.....	.....	.....	.....	.....	.....	.....	100	.....	100	15	00	.....	.....
Hogs.....	.....	27	.....	.....	.....	.....	.....	.....	.....	27	27	.....	.....	4	05
Horses.....	10	35	.....	.....	.....	.....	.....	.....	10	35	45	1	50	5	25
Hides and Skins, Horns and Hoofs.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ice.....	.....	29	.....	.....	.....	.....	.....	.....	29	.....	29	.....	.....	4	35

Iron, Railway.	3,118	1	3,118	1	3,119	467 70	0 15	467 85
do Pig.	3,226	112	3,338	111	3,338	500 70		500 70
do all other.	1,437	478	1,915	20	1,935	287 25	3 00	290 25
Iron Ore.								
Kryolite chemical ore and other ore, except iron.	2,065			2,065	2,065		103 25	103 25
Lard and lard oil.	28			111	139	4 20	16 65	20 85
Meal, all kinds.	18			1	19	2 70	0 15	2 85
Meats, other than pork	5				6	0 90		0 90
Marble	13				13	2 60		2 60
Manilla.								
Molasses.	109			109	109	21 80		21 80
Nails	1,606	363	1,969	8	1,977	393 80	1 60	395 40
Oats	140			140	140		2 93	2 93
Oil, in barrels.	357	65	422	90	512	84 40	18 00	102 40
Oil Cake.								
Pease	10,367			10,367	10,367		215 01	215 01
Potatoes	9			9	17	1 35	1 20	2 55
Pork.	10			10	88	1 50	11 70	13 20
Paint.	224	56		63	343	56 00	12 60	68 60
Pitch and tar.	23	22		45	52	9 00	1 40	10 40
Rags.	1			170	171	0 20	34 00	34 20
Rye	833			833	833		16 92	16 92
Rosin.	1			1	1	0 20		0 20
Salt	2,138	3,997	6,135		6,135	920 25		920 25
Stone intended for cutting.				1,406	1,406		210 90	210 90
do wrought	3					0 60		0 60
do not suitable for cutting, unwrought.					3			
Seeds, all kinds.	100			100	100		8 40	8 40
Sheep.	1			229	230	0 15	34 35	34 50
Soda ash.	364	350						
Steel.	555	23			714	142 80		142 80
Sugar.	1,839	439			578	86 70		86 70
Spirits, beer, &c	177	281		1	2,279	455 60	0 20	455 80
Tobacco, raw	1			510	968	91 60	102 00	193 60
Tallow	13			3	4	0 15	0 45	0 60
Tin.	392	23			13	1 95	1 95	1 95
Turpentine.	4			415	417	83 00	0 40	83 40
Wheat.	5,943			4	4	0 80		0 80
White lead.	97			11,591	11,591		966 06	966 06
Whiting	249	3			100	20 00		20 00
Wool.	9	50			299	59 80		59 80
All other goods and merchandise not enumerated		2		2	13	1 65	0 30	1 95
Bark	3,169	847		4,016	5,657	830 20	328 20	1,131 40
Barrels, empty.								
Boat knees.	165	1		166	183	31 18	2 26	33 44
Floats								
Firewood, in vessels								
				987	987		65 80	65 80

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
do rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels.	243	843							243	843	1,086	21 75	80 25	102 00
do rafts														
Masts, spars and telegraph poles, in vessels.														
Masts, spars and telegraph poles, in rafts.														
11 Railway ties, in vessels														
do rafts														
Saw logs														
Staves and headings, barrel														
do pipe.														
do W. India														
Staves, salt barrel.														
Shingles														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels.														
do rafts														
Traverses														
Woodenware and wood partly manufactured	29								29		29	11 60		11 60
Total Freight paying Tolls.	22,920	88,729	9,549		76			118,617	32,545	207,346	230,891	5,476 78	27,519 48	32,996 26
Free Articles having Paid Full Tolls on the Welland Canal—														
Agricultural products, vegetable.		2								2	2			

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B. H. TEAKLES,
Chief Clerk, Canal's Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
Ashes, pot and pearl.	5	...	...	...	6	...	...	...	11	...	11	1 27	...	1 27	
Apples.	47	309	...	...	6	...	...	...	53	309	362	4 64	12 55	...	17 19
Agricultural products not enumerated, vegetable.	61	11	...	...	...	...	...	...	61	11	72	5 21	0 65	...	5 86
Agricultural products not enumerated, animal.	53	42	...	...	...	...	...	...	73	42	115	5 51	3 25	...	8 76
Agricultural implements.	81	2	...	...	...	...	20	...	81	2	83	12 19	0 15	...	12 34
Barley	220	8,515	...	...	...	...	...	...	220	8,515	8,735	4 40	170 52	...	174 92
Bricks	12,969	6	...	...	...	...	222	...	13,191	6	13,197	496 98	0 23	...	497 21
Bones.	1	32	...	...	...	...	13	...	14	32	46	0 53	2 46	...	2 93
Brimstone	150	...	...	...	...	...	9	...	159	...	159	14 98	...	...	14 98
Cement and water lime.	874	20	...	...	...	...	...	...	874	20	896	89 69	0 93	...	90 62
Clay, lime and sand.	19,323	6,847	...	...	...	...	3,371	...	22,694	6,847	29,541	853 27	256 92	...	1,110 19
Coal.	...	2,913	...	...	1,040	...	18,384	...	22,399	6,847	22,399	...	1,525 62	...	1,525 62
Corn.	4	14	...	...	68	...	...	...	4	82	86	40	3 27	...	3 67
Cattle	35	353	...	...	...	...	...	...	35	353	388	1 88	25 61	...	27 49
Cotton, raw	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Crockery and earthenware.	81	1	...	...	...	...	...	...	81	1	82	14 07	0 05	...	14 12
Dye wood and dye stuffs.	44	...	...	...	...	...	38	...	82	...	82	4 80	...	...	4 80
Fish.	183	41	...	...	...	...	...	...	183	41	224	12 79	2 88	...	15 67
Flax and hemp	1	...	...	...	...	...	...	...	1	...	1	0 04	...	...	0 04
Flour.	693	12	...	...	...	...	...	...	700	119	819	49 57	8 52	...	58 09
Furniture.	230	116	...	...	...	...	...	...	230	116	346	21 04	7 19	...	28 23
Gypsum	1,531	187	...	...	...	...	...	...	1,531	187	1,718	21 59	7 06	...	28 65
Glass, all kinds	68	30	...	...	...	...	...	...	68	30	98	12 10	1 80	...	13 90
Hay, pressed	899	557	...	...	...	...	...	...	942	557	1,499	37 85	33 64	...	71 49
Hogs.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Horses.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Hides and skins, horns and hoofs.	114	231	...	...	...	...	...	...	114	231	345	6 68	13 11	...	19 79
	2	2	...	...	...	...	...	...	2	2	4	0 09	0 08	...	0 17

Ice.....	176	5	.....	176	18	.....	181	9 04	0 39	9 43
Iron, railway..	1,126	11	.....	1,126	133	.....	1,137	46 65	0 42	47 07
do pig.....	9,140	624	.....	9,142	761	.....	9,766	364 35	25 02	389 37
do all other..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron ore.....	.....	18	.....	.....	.....	.....	.....	.....	0 90	0 90
9a—Kryolite chemical ore and other ore, except iron.....	64	133	.....	64	133	.....	137	6 32	5 25	11 57
do Lard and lard oil.....	50	761	3	50	761	.....	814	3 56	33 47	37 03
Meat, all kinds.....	27	.....	.....	27	.....	.....	27	2 66	.....	2 66
Meats, other than pork.....	7	.....	.....	7	.....	.....	7	1 33	.....	1 33
Marble.....	1	.....	.....	1	.....	.....	1	0 19	.....	0 19
Manilla.....	610	147	125	735	147	.....	882	69 16	7 35	76 51
Molasses.....	505	870	.....	505	870	.....	1,375	82 23	43 50	125 73
Nails.....	1,246	7,537	.....	1,246	7,537	.....	8,783	46 93	198 94	240 87
Oats.....	403	50	4	470	54	62	524	45 69	2 70	48 39
Oil.....	11	.....	.....	11	.....	.....	11	1 08	.....	1 08
Oil cake.....	565	25,293	.....	565	25,293	.....	25,858	11 41	522 47	533 88
Pease.....	101	101	.....	9	101	.....	110	0 46	7 14	7 60
Potatoes.....	339	154	.....	339	154	.....	493	32 31	5 83	38 14
Pork.....	56	226	.....	63	226	.....	289	9 40	11 30	20 70
Paint.....	95	18	225	320	18	.....	338	23 42	0 90	24 32
Pitch and tar.....	3	7	.....	3	7	.....	10	0 30	0 70	1 00
Rags.....	77	1,029	.....	77	1,029	.....	1,106	1 54	20 58	22 12
Rye.....	609	109	.....	1,839	109	.....	1,948	92 89	5 45	98 34
Rosin.....	2,302	21	.....	2,302	30	.....	2,332	206 93	1 48	208 41
Salt.....	344	22	7	3,701	22	.....	3,723	140 43	0 83	141 26
Stone intended for cutting.....	349	.....	.....	362	.....	.....	362	18 10	.....	18 10
do wrought.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do not suitable for cutting, unwrought.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Seeds, all kinds.....	8,042	10,928	.....	8,042	10,928	.....	10,928	218 55	218 55	218 55
Sheep.....	96	1,691	.....	96	1,691	.....	9,733	301 85	63 49	365 34
Soda ash.....	65	6	.....	67	6	.....	96	7 34	7 34	7 34
Steel.....	227	12	2	227	12	.....	239	6 87	0 30	7 17
Sugar.....	801	21	.....	801	21	.....	822	22 14	0 48	22 62
Spirits, beer, &c.....	228	17	.....	230	17	.....	247	124 49	1 05	125 54
Tobacco, raw.....	8	.....	.....	8	.....	.....	8	32 10	1 00	33 10
Tallow.....	.....	.....	.....	.....	.....	.....	.....	0 80	.....	0 80
Tin.....	64	70	13	13	.....	.....	13	0 49	.....	0 49
Turpentine.....	2	13	.....	65	70	.....	135	9 96	3 50	13 46
Wheat.....	5,635	13,832	86	88	13	.....	101	4 68	0 65	5 33
White lead.....	26	.....	.....	5,635	13,832	.....	19,467	122 22	276 64	398 86
Whiting.....	29	11	.....	26	.....	.....	37	4 67	0 55	5 22
Wool.....	.....	.....	2	31	.....	.....	31	5 52	.....	5 52
All other goods and merchan- dise not enumerated.....	3,199	1,181	9	3,895	1,661	.....	5,556	424 96	117 50	542 46
Barrel.....	.....	13	.....	.....	13	.....	13	.....	3 75	3 75
Barrels, empty.....	63	7	125	9	134	10 94	0 56	11 50
Boat knees.....	2
Floats.....	400	4,280	400	4,280	4,740	7 40	74 90	82 30

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SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 12.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl		28						28		\$ cts. 5 32
Apples.....	18	26					18	26	44	1 93
Agricultural products, vegetable.	1	432					1	432	433	40 79
do do	6	1,407					6	1,407	1,413	117 02
Agricultural implements	3	13					3	13	16	2 62
Barley		150						150	150	11 22
Bricks.....										
Bones.....		18						18	18	1 80
Brimstone										
Cement and water lime		24						24	24	2 36
Clay, lime and sand	402	7,689					402	7,689	8,091	229 22
Coal		648						648	648	23 78
Corn.....		750						750	750	48 96
Cattle										
Cotton, raw										
Crockery and earthenware										
Dye wood and dye stuffs										
Fish	1	2					1	2	3	0 26
Flax and hemp										
Flour	6	106					6	106	112	10 05
Furniture	6	27					6	27	33	4 44
Gypsum										
Glass, all kinds		4						4	4	0 76
Hay, pressed		263						263	263	25 23
Hogs		8						8	8	0 60
Horses.....										
Hides and skins, horns and hoofs	18	166					18	166	184	10 51
Ice		37						37	37	3 33
Iron, railway										
do pig										
do all other	8	64					8	64	72	3 15

Iron ore.....	1,784	1,784	1,784	89 20
Kryolite chemical ore and other ore, except iron.....	4	4	4	0 39
Lard and lard oil.....	17	17	17	1 57
Meat, all kinds.....	81	81	81	7 83
Meats, other than pork.....				
Marble.....				
Manilla.....				
Molasses.....	24	24	24	1 42
Nails.....	10	10	10	0 75
Oats.....	1,038	1,038	1,038	82 86
Oil, in barrels.....	13	13	13	2 70
Oil cake.....				
Pease.....	2,749	2,749	2,749	191 78
Potatoes.....	14	14	14	38 00
Pork.....	25	25	25	2 85
Paint.....	1	1	1	0 19
Pitch and tar.....				
Rags.....	3	3	3	0 44
Rye.....	47	47	47	4 32
Resin.....				
Salt.....	16	16	16	0 50
Stone intended for cutting.....	1	1	1	0 02
do wrought.....	3	3	3	0 29
do not suitable for cutting, unwrought.....				
Seeds, all kinds.....	37	37	37	3 46
Sheep.....	431	431	431	32 59
Soda ash.....				
Steel.....				
Sugar.....	16	16	16	1 24
Spirits, beer, &c.....	17	17	17	1 34
Tobacco, raw.....				
Tallow.....	24	24	24	2 27
Tin.....	2	2	2	0 15
Turpentine.....				
Wheat.....	18	18	18	1 76
White lead.....				
Whiting.....	1	1	1	0 05
Wool.....	9	9	9	0 90
All other goods and merchandise not enumerated.....	317	317	317	53 30
Bark.....				
Barrels, empty.....	38	38	38	4 60
Boat knees.....				
Floats.....	31,600	31,600	31,600	335 18
Firewood, in vessels.....	43,849	43,849	43,849	1,812 71
do rafts.....				
Hoops.....	235	235	235	27 88
Hop poles.....				
Lumber, sawn, in vessels.....	317,923	317,923	317,923	32,352 80
do rafts.....	159	159	159	9 15
Masts, spars and telegraph poles, in vessels.....	19	19	19	1 57

No. (A) 11.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in rafts		435								435	435	71 97
Railway ties, in vessels.												
do rafts		12,662								12,662	12,662	292 24
Saw logs												
Staves and headings, barrel												
do pipe.												
do West India.												
Staves, salt barrel		253		344						597	597	465 49
Shingles.		3		1						4	4	1 72
Split posts and fence rails, in vessels.												
do do rafts		2,684								2,684	2,684	103 90
Timber, square, in vessels		3,240								3,240	3,240	55 32
do rafts		200								200	200	0 50
Traverses		4							4	2	6	1 01
Woodenware and wood partly manufactured												
Total freight paying tolls.	771	432,225		107,435					771	539,660	540,431	36,601 56
<i>Articles Free per Order in Council.</i>												
Lumber, sawn, in rafts	100	386							100	386	486	
Timber square, do		2,220								2,220	2,220	
Floats		16,440								16,440	16,440	
Saw logs		10,678								10,678	10,678	
Railway ties, in rafts.		10,000								10,000	10,000	
Firewood do		4,786								4,786	4,786	
Grand total, freight.	871	476,735		107,435					871	584,170	585,041	

Total tolls on vessels.....	3,675 92
do passengers.....	162 91
do free goods.....	
Wharfage and storage.....	\$515 72
Fines and damages.....	
Other receipts.....	10 00
Total revenue, exclusive of hydraulic rents.....	\$ 40,450 39

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels	1,859	189							2,604	189	2,793	\$ 218 93
do rafts.												
Saw logs												
Staves and headings, barrel.												
do pipe.												
do do												
do West India.												
Staves, salt barrel.												
Shingles.												
Split posts and fence rails, in vessels	118								146		146	17 35
do do												
do rafts												
Timber, square, in vessels												
do do												
do rafts												
Traverses.												
Woodenware and wood partly manufactured.												
Total freight paying tolls.	56,418	7,547							123,299	105,620	228,919	16,842 15
Coal, free, per Order in Council.	345								345		345	
Grand total freight.	56,763	7,547							123,644	105,620	229,264	
Total tolls on vessels.												2,437 84
do passengers.												66 59
do free goods.												\$30 34
Fines and damages.												9 00
Other receipts.												75 30
Total revenue, exclusive of hydraulic rents												\$ 19,430 88

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. (A) 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite chemical ore and other ore, except iron.....	1,815	888							1,815	888	2,703	\$ cts. 135 15
Lard and lard oil.....	19	23							19	23	42	1 24
Meal, all kinds.....	1	6							1	6	7	0 18
Meats, other than pork.....	10	7							10	7	17	0 48
Marble.....	4								4		4	0 36
Manilla.....												
Molasses.....	97	5							97	5	102	9 55
Nails.....	314	5							314	5	319	30 06
Oats.....	63	61							63	61	124	3 27
Oil, in barrels.....	147	269							147	269	416	39 12
Oil cake.....		3								3	3	0 10
Pease.....	131	9							131	9	140	4 20
Potatoes.....	83	100							83	100	183	5 56
Pork.....	178	61							178	61	239	6 28
Paint.....	33	3							33	3	36	4 25
Pitch and tar.....	28								28		28	2 99
Rags.....	6								6		6	0 54
Rye.....	149	21							149	21	170	4 51
Rosin.....	5								5		5	0 45
Salt.....	1,544	139							1,544	139	1,683	47 33
Stone intended for cutting.....	35	678							35	678	713	33 36
do wrought.....	19	4							19	4	23	2 82
do not suitable for cutting, unwrought.....												
Seeds, all kinds.....	8	7							8	7	15	0 48
Sheep.....	10								10		10	0 29
Soda ash.....	15								15		15	1 94
Steel.....	30								30		30	1 01
Sugar.....	447	54							447	54	501	49 53
Spirits, beer, &c.....	62	26							62	26	88	8 86
Tobacco, raw.....												
Tallow.....												
Tin.....	12								12		12	1 17
Turpentine.....												
Wheat.....	27	263							27	263	290	8 90
White lead.....	24	1							24	1	25	2 31

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....	35	413							35	413	448	\$ 4 48
Flour.....	1,161	138							1,161	138	1,299	12 99
Coal.....	530	22,071							530	22,071	22,601	226 01
Lumber.....	1,523	1,304							1,523	1,304	2,827	28 27
Other agricultural products.....	2,592	3,597							2,592	3,597	6,189	61 89
Other merchandise.....	671	485							671	485	1,156	11 56
Total freight paying tolls	6,512	28,008							6,512	28,008	34,520	345 20
Tolls on vessels.												1,433 28
Other receipts.....												3 28
Total revenue.....												\$ 1,781 76

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st MARCH, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl										
Apples										
Agricultural products not enumerated, vegetable.										
do animal										
Agricultural implements.										
Barley.		7						7		
Bricks										
Bones.										
Brimstone										0 68
Cement and water lime.										
Clay, lime and sand										
Coal.										
Corn										
Cattle.										
Cotton, raw.										
Crockery and earthenware.										
Dye wood and dye stuffs.										
Fish										
Flax and hemp.										
Flour	25						25			
Furniture.										
Gypsum.										0 25
Glass, all kinds.										
Hay, pressed.										
Hogs.										
Horses										
Hides and skins, horns and hoofs										
Ice.										
Iron, railway										
do pig										
do all other.										
Iron ore.	3						3		3	0 09

No. (A) 16.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite chemical ore and other ore, except iron...												\$ cts.
Lard and lard oil...												
Meal, all kinds...												
Meats, other than pork...												
Marble...												
Manilla...												
Molasses...												
Nails...												
Oats...												
Oil, in barrels												
Oil cake...												
Pease...												
Potatoes...												
Pork...												
Paint...												
Pitch and tar												
Rags...												
Rye...												
Rosin...												
Salt...												
Stone intended for cutting												
do wrought...												
do not suitable for cutting, unwrought...												
Seeds, all kinds												
Sheep...												
Soda ash...												
Steel...												
Sugar...												
Spirits, beer, &c												
Tobacco, raw												
Tallow												
Tin...												
Turpentine												
Wheat												
White lead												

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal, and the Amount of Revenue collected during the Season of Navigation in 1891.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....										\$ cts.
Apples.....	92	54					92	54	146	2 80
Agricultural products not enumerated, vegetable..	12	255					12	255	267	5 16
do do animal.....										
Agricultural implements.....	2	2					2	2	4	0 11
Barley.....	36	360					396	360	756	14 19
Bricks.....										
Bones.....										
Brinstone.....	1						1		1	0 02
Cement and water lime.....	102						102		102	1 92
Clay, lime and sand.....										
Coal.....		572		250		1,237		2,059	2,059	37 70
Corn.....	3						3		3	0 06
Cattle.....	3						3		3	0 06
Cotton, raw.....										
Crockery and earthenware.....	9						9		9	0 23
Dye wood and dye stuffs.....	2						2		2	0 05
Fish.....	6						6		6	0 12
Flax and hemp.....										
Flour.....	4	10					4	10	14	0 27
Furniture.....	58	6				1	65	7	72	1 86
Gypsum.....										
Glass, all kinds.....	13						13		13	0 35
Hay, pressed.....										
Hogs.....										
Horses.....	30	7					39	7	37	0 74
Hides and skins, horns and hoofs.....	1						1		1	0 02
Ice.....	150						150		150	3 75
Iron, railway.....										
do pig.....	1						1		1	0 02
do all other.....	60	1					60	1	61	1 18

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in rafts												\$ cts.
Railway ties, in vessels												
do rafts												
Saw logs.		27								27	27	0 30
Staves and headings, barrel.												
do pipe.												
do West India.												
Staves, salt barrel												
Shingles.	4	1							4	1	5	0 31
Split posts and fence rails, in vessels.												
do do rafts.												
Timber, square, in vessels	80								80		80	0 50
do rafts	80	1,400							80	1,400	1,480	18 50
Traverses.												
Woodenware and wood partly manufactured.	41								41		41	0 75
Total freight paying tolls.	5,002	4,322	906	250			24	1,238	5,932	5,810	11,742	191 91
Total tolls on vessels.												281 12
do Passengers.												197 02
Total revenue, exclusive of hydraulic rents.												\$ 670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

STATEMENT.

SUPPLEMENTARY

No. (A) 18.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.....	353,971	3,952 11	676,266	3,920 31	64,052	206 74
United States vessels, steam.....	478,656	7,187 03	23,980	184 98	1,025	10 54
Canadian vessels, sail.....	173,921	3,460 34	1,075,155	11,565 42	44,782	632 22
United States vessels, sail.....	103,608	2,306 06	66,228	517 62	115,871	1,588 34
Total, Class No. 1.....	1,110,156	16,905 54	1,841,629	16,188 33	225,730	2,437 84
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.....	35,080	433 66	63,283	3,024 63	3,783	66 59
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	49	5 52	13,710	574 16	467	30 72
Brimstone.....	66	9 90	159	14 98	140	27 65
Cement and water lime.....	418	62 58	4,609	647 57	31	3 10
Clay, lime and sand.....	70	5 25	32,259	1,517 89	4,603	462 74
Fish.....	305	40 56	328	31 27		
Gypsum.....			1,718	28 65		
Iron, railway.....	127	19 05	3,300	477 28		
do pig.....	499	99 80	4,475	547 77		
do all other.....	1,610	291 31	11,701	679 62	27	1 04
Salt.....	2,567	502 80	8,467	1,128 66	187	7 46
Steel.....	6,220	933 00	817	109 32		
Stone, for cutting.....	6,602	1,320 40	5,129	352 16	1,304	130 40
Apples.....	1,223	33 98	5,088	726 09	958	61 84
Barley.....	8,113	1,622 60	17,606	352 34	842	44 92
Corn.....	185,180	37,035 85	12,339	1,831 35		
Cotton, raw.....			2	0 30		
Flax and hemp.....			2	0 19		
Flour.....	13,517	1,911 76	4,799	655 09	228	7 60
Hay, pressed.....	121	19 20	1,599	86 49	2,785	113 81
Meals, all kinds.....	26,164	5,232 70	833	39 88		
Oil cake.....			11	1 08		
Oats.....	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease.....	630	102 00	36,225	748 89	1,509	50 35
Potatoes.....	25	2 33	127	10 15	7	0 70
Rye.....	65,888	13,136 75	1,939	39 04		
Seeds, all kinds.....	258	51 60	9,963	399 84		
Tobacco, raw.....	1	0 20	12	1 40		
Wheat.....	198,658	39,092 84	31,058	1,364 92		
All other agricultural products, vegetable	444	28 80	627	89 11	1	0 10
Bones.....			149	18 38	341	34 10
Cattle.....	1	0 02	402	29 59	57	1 90
Hogs.....			27	4 05		
Hides and skins, horns and hoofs.....	87	13 05	33	4 52		
Horses.....	67	3 02	390	26 54	6	0 20
Lard and lard oil.....	126	25 20	336	32 42		
Meats, other than pork.....	19	3 00	33	3 56		
Pork.....	276	53 10	581	51 34	3	0 10
Sheep.....			96	7 34	152	5 07
Tallow.....	77	12 40	26	2 44		
Wool.....	1,243	248 30	13	1 95		
All other agricultural products, animal.....			973	137 46		
Total, Class No. 3.....	573,610	112,512 67	220,884	13,018 88	14,887	1,025 13

APPENDIX A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1891.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
167,576	682 17	78,137	762 11	23,150	463 00	29,593	223 59	134,369	226 93
186	2 29	711	16 83			8	0 50	168	0 50
161,026	2,274 15	68,965	766 05	48,514	970 28	22,975	93 33	13,002	51 69
30,939	717 31	16,644	241 70					92	2 00
359,727	3,675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No.		No.		No.		No.		No.	
12,569	162 91	5,423	130 86			9,547	88 85	16,651	197 02
Tons.		Tons.		Tons.		Tons.		Tons.	
		40	1 20			7	0 68		
24	2 36	222	5 90					1	0 02
8,091	229 22	92	2 16					102	1 92
3	0 26	73	1 90	448	4 48			6	0 12
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
17	0 50	1,683	47 33					28	0 54
		30	1 01						
1	0 02	713	33 36					1	0 02
44	1 93	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,299	12 99	25	25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18						
		3	0 10						
1,038	82 86	124	3 27					17	0 32
2,749	191 78	140	4 20					366	6 87
465	38 00	183	5 56					7	0 14
47	4 32	170	4 51					527	9 91
37	3 46	15	0 48						
								2	0 04
18	1 76	290	8 90					816	15 32
433	40 79	360	17 26	6,189	61 89			267	5 16
18	1 80	32	1 26						
750	48 96	7	0 19					3	0 06
8	0 60								
37	3 33	22	0 82					1	0 02
184	10 51	9	0 33					37	0 74
4	0 39	42	1 24					3	0 06
81	7 83	17	0 48						
52	2 85	239	6 28					1	0 02
431	32 59	10	0 29					10	0 02
24	2 27							2	0 04
9	0 90	6	0 19						
1,413	117 02	397	12 60						
16,592	877 53	7,416	224 15	7,936	79 36	32	0 93	3,178	59 86

No. (A) 18.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chamby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl.....	40	8 00	112	21 47		
Agricultural implements.....			87	13 14		
Crockery and earthenware.....	5	0 10	464	90 52	23	2 30
Dye woods and dye stuffs.....			100	8 40	55	5 50
Furniture.....	23	3 88	1,013	161 63	7	1 08
Glass, all kinds.....	32	4 77	464	87 10	1	0 10
Marble.....	3,556	533 40	20	3 93		
Manilla.....	139	20 85	1	0 19		
Molasses.....	85	14 65	991	98 31	120	12 00
Nails.....	129	12 40	3,352	521 13		
Oil, in barrels.....	56	7 67	1,036	150 79	39	3 89
Paint.....	144	20 56	632	89 30	1	0 10
Pitch and tar.....	264	39 60	390	34 72	114	11 40
Rags.....	60	12 00	181	35 20		
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	99	14 59	787	149 97		
Sugar.....	393	35 08	3,101	581 34		
Stone, wrought.....	9	1 70	365	18 70	1,273	102 45
Tin.....	246	36 51	552	96 86		
Turpentine.....			105	6 13	62	6 20
White lead.....	3	0 45	137	25 22		
Whiting.....			330	65 32		
Whiskey and all other spirits.....	346	67 96	1,215	226 70		
Merchandise, not enumerated.....	50,202	7,472 07	11,213	1,673 86	3,690	279 51
Total, Class No. 4.....	55,831	8,306 24	28,597	4,258 47	7,363	620 83
<i>Class No. 5.</i>						
Bark.....			13	3 75		
Barrels, empty.....	96	19 56	317	44 94	18	1 64
Boat knees.....						
Floats.....	40	1 75	4,740	82 30	3	0 25
Firewood, in vessels.....	9,186	407 44	11,388	330 27	19,296	649 54
do rafts.....						
Lumber, sawn, in vessels.....	64,877	11,545 03	44,410	1,518 45	97,498	5,791 76
do rafts.....			4	0 15	63	5 00
Hoops.....						
Railway ties, in vessels.....	327	28 03	745	14 87	2,793	218 93
do rafts.....						
Masts, spars and telegraph poles, in vessels.....						
Masts, spars and telegraph poles, in rafts.....			20,986	524 65		
Square timber, in vessels.....	20,354	3,049 94	2,183	36 78		
do rafts.....	262	16 49	6,770	169 70		
Woodenware and wood partly manufactured.....	11	4 40	36	12 40		
Shingles.....	19	7 81	16	3 26	146	17 35
Split posts and fence rails, in vessels.....						
do rafts.....						
Saw logs.....	3,766	160 87	15,598	355 94		
Staves and headings, barrel.....	155	12 40				
do pipe.....	8	1 50				
do West India.....						
do salt barrel.....			9	0 17		
Traverses.....			10,280	26 75		
Hop poles.....						
Total, Class No. 5.....	99,101	15,255 22	117,495	3,124 38	119,817	6,684 47

Canals, and the Amount of Tolls collected, &c.—*Continued.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
28	5 32	28	2 99						
16	2 62	131	15 95					4	0 11
		67	8 68					9	0 23
		25	2 25					2	0 05
33	4 44	40	4 56					72	1 86
4	0 76	78	8 55					13	0 35
		4	0 36					10	0 26
								7	0 18
24	1 42	102	9 55					44	1 10
11	0 75	319	30 06					122	3 59
25	2 70	416	39 12					85	2 17
1	0 19	36	4 25						
		28	2 99						
3	0 44	6	0 54					5	0 13
		5	0 45						
		15	1 94					13	0 33
18	1 24	501	49 53					99	2 53
3	0 29	23	2 82						
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
20	1 34	88	8 86					12	0 32
402	53 30	1,246	146 37	1,156	11 56	129	3 87	965	24 04
591	75 01	3,228	346 30	1,156	11 56	129	3 87	1,488	37 92
		51	1 92			32	0 94	5	0 10
38	4 60	77	6 28						
31,600	335 18	1,415	24 85			1,162	12 12		
45,466	1,812 71	16,430	320 85			12,378	121 90	945	7 89
423,471	32,352 80	38,519	1,685 15	2,827	28 27	592	9 67	825	9 64
159	9 15	5	0 19			202	3 60	9	0 19
235	27 88								
435	71 97	5,700	601 15			165	4 39		
		815	86 69			180	7 46		
19	1 57	34	1 68						
						171	10 10		
2,684	103 90							80	0 50
3,240	55 32	319	18 41			1,188	21 25	1,480	18 50
6	1 01	22	2 55					41	0 75
597	465 49	157	31 08			155	13 39	5	0 31
4	1 72	22	3 74			3	0 15		
12,662	292 24	572	13 40			3,742	30 10	27	0 30
200	0 50	700	5 44			705	5 50		
520,816	35,536 04	64,838	2,803 38	2,827	28 27	20,675	240 57	3,417	38 18

No. (A) 18.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
Kryolite or chemical ore	2,871	143 55	2,083	104 15		
Iron ore						
Stone, unwrought, not suitable for cutting	2,813	281 30	11,028	226 95	566	56 60
Ice.....	1,150	57 50				
Total, Special Class.....	231,478	45,410 55	177,211	23,111 87	86,852	8,511 72
Total freight and tolls.	960,020	198,823 88	544,187	62,726 56	228,919	19,346 58
Timber and other wood, free	389	17 76	9,728	1,056 98		
Wheat, corn, flour, iron, salt, coal, &c., free	14,604	2,136 20	382,879	12,188 40	345	30 34
Grand Totals, passengers and tonnage of vessels not included..	975,013	200,977 84	936,794	75,971 94	229,264	19,376 92

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1890.

Canals, and the Amount of Tolls collected, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
648	23 78	11,391	483 88	22,601	226 01	.....	.....	2,059	37 70
1,784	89 20	2,703	135 15	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	3 0 09	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	1,450	14 50
.....	.....	.....	.....	.....	.....	.....	.....	150	3 75
2,432	112 98	14,094	619 03	22,601	226 01	3	0 09	3,659	55 95
540,431	40,440 39	89,576	5,910 41	34,520	1,778 48	20,839	651 73	11,742	670 05
44,610	515 72	14,520	242 00	.....	.....	.....	.....	.....	.....
.....	.....	5,217	151 01	.....	.....	.....	.....	.....	.....
585,041	40,956 11	109,313	6,303 42	34,520	1,778 48	20,839	651 73	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during each description of Property passed through,

Articles.	Welland Canal.		St. Lawrence Canals.		Chamby Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
Vessels of all kinds.....	1,110,156	\$ cts. 16,905 54	1,841,629	\$ cts. 16,188 33	225,730	\$ cts. 2,437 84
Passengers.....	No. 35,080	433 66	No. 63,283	3,024 63	No. 3,733	66 59
<i>Forest—Produce of Wood.</i>						
Bark.....	Tons.		Tons.		Tons.	
Boat knees.....			13	3 75		
Floats.....	40	1 75	4,740	82 30	3	0 25
do Free.....						
Firewood.....	9,186	407 44	11,388	330 27	19,296	649 54
do Free.....						
Hoops and hop poles.....						
Lumber, sawed.....	64,877	11,545 03	44,414	1,518 60	97,561	3,796 76
do Free.....			3,908			
Masts, spars, &c.....			20,986	524 65		
Railway ties.....	327	28 03	745	14 87	2,793	218 93
do Free.....						
Saw logs.....	3,766	160 87	15,598	355 94		
do Free.....	389					
Staves, all kinds.....	163	13 90	9	0 17		
Shingles.....	19	7 81	16	3 26	146	17 35
Split posts and rails.....						
Timber, square.....	20,616	3,066 43	8,953	206 48		
do Free.....			5,820			
Traverses.....			10,280	26 75		
Total.....	99,383	15,231 26	126,870	3,067 04	119,799	6,682 83
<i>Farm Stock.</i>						
Cattle.....	1	0 02	402	29 59	57	1 90
Hogs.....			27	4 05		
Horses.....	67	3 02	390	26 54	6	0 20
do Free.....			2			
Sheep.....			96	7 34	152	5 07
Total.....	68	3 04	917	67 52	215	7 17
<i>Produce of Animals.</i>						
Bones.....			149	18 38	341	34 10
Horns and hoofs, hides and skins, raw..	87	13 05	33	4 52		
Lard and lard oil.....	126	25 20	336	32 42		
do Free.....			100			
Meats, other than pork.....	19	3 00	33	3 56		
do Free.....	1					
Pork.....	276	55 10	581	51 34	3	0 10
do Free.....			201			
Tallow.....	77	12 40	26	2 44		
Wool.....	1,243	248 30	13	1 95		
do Free.....	2					
Agricultural products not enumerated, animal.....			973	137 46		
Total.....	1,831	357 05	2,445	252 07	344	34 20

APPENDIX A—Continued.

the season of Navigation ended 31st December, 1891, showing the Total Quantity of and the amount of Tolls collected thereon.

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
359,727	3,675 92	164,457	1,786 69	71,664	1,433 28	52,576	317 42	147,631	281 12
No. 12,569	162 91	No. 5,423	130 86	No. .....	.....	No. 9,547	88 85	No. 16,651	197 02
Tons.		Tons.		Tons.		Tons.		Tons.	
.....		51	1 92	.....		32	0 94	5	0 10
31,600	335 18	1,415	24 85	.....		1,162	12 12	.....
16,440				.....				.....
45,466	1,812 71	16,430	320 85	.....		12,378	121 90	945	7 89
4,786		14,520		.....				.....
235	27 88			.....				.....
423,630	32,361 95	38,524	1,685 34	2,827	28 27	794	13 27	884	9 83
486				.....				.....
19	1 57	34	1 68	.....		171	10 10	.....
435	71 97	6,515	687 84	.....		345	11 85	.....
10,000				.....				.....
12,662	292 24	572	13 40	.....		3,742	30 10	27	0 30
10,678				.....				.....
597	465 49	157	31 08	.....		155	13 39	5	0 31
4	1 72	22	3 74	.....		3	0 15	.....
5,924	159 22	319	18 41	.....		1,188	21 25	1,560	19 00
2,220				.....				.....
200	0 50	700	5 44	.....		705	5 50	.....
565,382	35,530 43	79,259	2,794 55	2,827	28 27	20,675	240 57	3,376	37 43
750	48 96	7	0 19	.....		.....		3	0 06
8	0 60	.....		.....		.....		.....
184	10 51	9	0 33	.....		.....		37	0 74
431	32 59	10	0 29	.....		.....		10	0 02
1,373	92 66	26	0 81	.....		.....		50	0 82
18	1 80	32	1 26	.....		.....		.....
37	3 33	22	0 82	.....		.....		1	0 02
4	0 39	42	1 24	.....		.....		3	0 06
81	7 83	17	0 48	.....		.....		.....
52	2 85	239	6 28	.....		.....		1	0 02
24	2 27	.....		.....		.....		2	0 04
9	0 90	6	0 19	.....		.....		.....
1,413	117 02	397	12 60	.....		.....		.....
1,638	136 39	755	22 87	.....		.....		7	0 14

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Agricultural Products.</i>						
		\$ cts.		\$ cts.		\$ cts.
Agricultural products not enumerated,						
vegetable.....	444	28 80	627	89 11	1	0 10
do..... Free	52		2			
Apples.....	1,223	33 98	5,088	726 09	958	61 84
Barley.....	8,113	1,622 60	17,606	352 34	842	44 92
Cotton, raw.....			2	0 30		
Corn.....	185,180	37,035 85	12,339	1,831 35		
do..... Free.....			55,264			
Flax and hemp.....			2	0 19		
do..... Free.....	1					
Flour.....	13,517	1,911 76	4,799	655 09	228	7 60
do..... Free.....			3,324			
Hay, pressed.....	121	19 20	1,599	86 49	2,785	113 81
Meals, all kinds.....	26,164	5,232 70	833	39 88		
do..... Free.....			67			
Manilla.....	139	20 85	1	19		
Oats.....	52,959	10,591 80	8,923	243 80	1,239	41 33
Pease.....	630	102 00	36,225	748 89	1,509	50 35
do..... Free.....			390			
Potatoes.....	25	2 33	127	10 15	7	0 70
Rye.....	65,888	13,136 75	1,939	39 04		
do..... Free.....			64,978			
Seeds, all kinds.....	258	51 60	9,963	399 84		
do..... Free.....			2			
Tobacco, raw.....	1	0 20	12	1 40		
do..... Free.....			1			
Wheat.....	198,658	39,092 84	31,058	1,364 92		
do..... Free.....			159,785			
Total	553,373	108,883 26	414,956	6,589 07	7,569	320 65
<i>Manufactures.</i>						
Ashes, pot and pearl.....	40	8 00	112	21 47		
do..... Free.....	31		40			
Agricultural implements.....			87	13 14		
Barrels, empty.....	96	19 56	317	44 94	18	1 64
Bricks.....	49	5 52	13,710	574 16	467	30 72
do..... Free.....	469					
Cement and water lime.....	418	62 58	4,609	647 57	31	3 10
do..... Free.....	2,380		539			
Crockery and earthenware.....	5	0 10	464	90 52	23	2 30
do..... Free.....	251					
Furniture.....	23	3 88	1,013	161 63	7	1 08
do..... Free.....	1		2			
Glass, all kinds.....	32	4 77	464	87 10	1	0 10
do..... Free.....	30		1			
Iron, railway.....	127	19 05	3,300	477 28		
do..... Free.....	2,855					
Iron, pig.....	499	99 80	4,475	547 77		
do..... Free.....	112		371			
Iron, all other.....	1,610	291 31	11,701	679 62	27	1 04
do..... Free.....	595		14			
Molasses.....	85	14 65	991	98 31	120	12 00
Nails.....	129	12 40	3,352	521 13		
do..... Free.....	560					
Oil, in barrels.....	56	7 67	1,036	150 79	39	3 89
do..... Free.....	64					
Oil cake.....			11	1 08		
Paint.....	144	20 56	632	89 30	1	0 10
do..... Free.....	61					

during the Season of Navigation, ended 31st December, 1891, &c.—*Continued.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
433	40 79	360	17 26	6,189	61 89			267	5 16
44	1 93	107	3 60					146	2 80
150	11 22	373	8 89					756	14 19
		22	0 61					3	0 06
112	10 05	690	17 51	1,299	12 99	25	25	14	0 27
263	25 23	880	20 72						
17	1 57	7	0 18						
								7	0 18
1,038	82 86	124	3 27					17	0 32
2,749	191 78	140	4 20					366	6 87
465	38 00	183	5 56					7	0 14
47	4 32	170	4 51					527	9 91
37	3 46	15	0 48						
								2	0 04
18	1 76	290	8 90					816	15 32
5,373	412 97	3,361	95 69	7,488	74 88	25	25	2,928	55 26
28	5 32	28	2 99						
16	2 62	131	15 95					4	0 11
38	4 60	77	6 28						
		40	1 20			7	68		
24	2 36	222	5 90					102	1 92
		67	8 68					9	0 23
33	4 44	40	4 56					72	1 86
4	0 76	78	8 55					13	3 35
		60	1 78						
		63	1 96					1	0 02
72	3 15	295	8 08					61	1 18
24	1 42	102	9 55					44	1 10
11	0 75	319	30 06					122	3 59
25	2 70	416	39 12					85	2 17
		3	0 10						
1	0 19	36	4 25						

No. (A) 19.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Con.</i>		\$ cts.		\$ cts.		\$ cts.
Pitch and tar.....	264	39 60	390	34 72	114	11 40
do Free.....	22					
Rosin.....			1,949	98 54	1,978	196 30
Soda ash.....	99	14 50	787	149 97		
do Free.....	377					
Spirits, whiskey, &c.....	346	67 96	1,215	226 70		
do Free.....	294		105			
Steel.....	6,220	933 00	817	109 32		
Sugar.....	393	35 08	3,101	581 34		
do Free.....	412					
Tin.....	246	36 51	552	96 86		
do Free.....	23					
Turpentine.....			105	6 13	62	6 20
White lead.....	3	0 45	137	25 22		
do Free.....	3					
Whiting.....			330	65 32		
do Free.....	50					
Woodenware.....	11	4 40	36	12 40		
Total.....	19,485	1,701 44	56,765	5,612 33	2,888	269 87
<i>Merchandise.</i>						
Brimstone.....	66	9 90	159	14 98	140	27 65
Clay, lime and sand.....	70	5 25	32,259	1,517 89	4,603	462 74
do Free.....	206		563		345	
Coal.....	224,644	44,928 20	164,100	22,780 77	86,286	8,455 12
do Free.....			94,690			
Dye woods and dye stuffs.....			100	8 40	55	5 50
Fish.....	305	40 56	328	31 27		
do Free.....	7					
Gypsum.....			1,718	28 65		
Ores, all kinds.....	2,871	143 55	2,083	104 15		
do Free.....	544		1,410			
Marble.....	3,556	533 40	20	3 93		
Rags.....	60	12 00	181	35 20		
Salt.....	2,567	502 80	8,467	1,128 66	187	7 46
do Free.....	4,391					
Stone, all kinds.....	9,424	1,603 40	16,522	597 81	3,143	289 45
do Free.....			750			
All other goods and merchandise, not enumerated.....	51,352	7,529 57	11,213	1,673 86	3,690	279 51
do Free.....	810		278			
Total.....	300,873	55,308 63	334,841	27,925 57	98,449	9,527 43
Grand totals (passengers and ton- nage of vessels not included)....	975,013	198,823 88	936,794	62,726 56	229,264	19,346 58

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

during the Season of Navigation ended 31st December, 1891, &c.—*Concluded.*

Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.		Murray Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		28	2 99						
		5	0 45						
		15	1 94					13	0 33
20	1 34	88	8 86					12	0 32
		30	1 01						
18	1 24	501	49 53					99	2 53
2	0 15	12	1 17					1	0 03
		25	2 31					25	0 64
1	0 05	33	3 00						
6	1 01	22	2 55					41	0 75
323	32 10	2,736	222 82			7	0 68	704	17 13
								1	0 02
8,091	229 22	92	2 16						
648	23 78	11,391	483 88	22,601	226 01			2,059	37 70
		4,313							
		25	2 25					2	0 05
3	0 26	73	1 90	448	4 48			6	0 12
1,784	89 20	2,703	135 15			3	0 09		
		554							
		4	0 36					10	0 26
3	0 44	6	0 54					5	0 13
17	0 50	1,683	47 33					28	0 54
4	0 31	736	36 18					1,451	14 52
		350							
402	53 30	1,246	146 37	1,156	11 56	129	3 87	1,115	27 79
10,952	397 01	23,176	856 12	24,205	242 05	132	3 96	4,677	80 13
585,041	40,440 39	109,313	5,910 41	34,520	1,178 48	20,839	651 73	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 20.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1891.

Canals and Offices.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total Tolls.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
WELLAND CANAL.										
Chippawa.....	22 24	11 03	3 79	11 84	9 78	6 02	5 30	70 00		
Collborne.....	3,746 67	17,236 94	18,931 79	19,048 57	24,780 58	18,735 94	10,127 52	840 43		138,280 78
Dalhousie.....	2,620 79	11,465 72	8,606 53	6,407 44	6,852 84	8,199 83	10,952 98	24 35		58,824 55
Dunnville.....	30 19	118 38	40 95	32 81	28 80	106 43	116 57	494 13		
Maitland.....	8 75	0 65	1 23	64 99	8 73	1 00	107 08	11 63		
Robinson.....	49 46	105 53	32 81	64 99	85 54	95 91	13 39	549 83		
St. Catharines.....	64 32	80 83	54 76	87 48	109 84	65 47	41 48	3 24		592 96
Total, Welland Canal.....	6,489 99	28,942 10	27,794 42	25,622 27	31,872 90	33,165 02	29,963 75	881 41		198,823 88
ST. LAWRENCE CANALS.										
Beauharnois.....	1 44	45 14	117 04	237 38	235 03	374 20	177 72	115 01		1,302 96
Cardinal.....	7 80	151 68	100 24	211 59	24 04	74 69	91 82	48 61		711 92
Cornwall.....		2,047 43	4,297 33	4,866 31	3,160 57	2,729 29	3,108 80	2,506 68		22,783 30
Kingston.....		1,687 13	1,969 31	1,909 78	1,242 03	813 58	1,681 84	1,169 74		10,473 41
Lachine.....	19 19	252 74	366 33	330 29	273 96	457 25	451 94	270 58		2,427 20
Montreal.....	140 79	2,789 07	3,390 96	4,371 38	4,605 41	3,961 51	3,146 65	2,622 00		25,027 77
Total, St. Lawrence Canals.....	169 22	6,973 19	10,241 21	11,926 73	9,541 04	8,410 52	8,658 77	6,732 62		62,726 56
CHAMBLY CANAL.										
Chamby.....		648 74	1,098 87	1,196 00	1,281 19	885 01	1,511 46	927 83		7,549 10
St. John's.....		2,613 46	1,856 57	79 38	1,401 14	1,192 17	1,353 25	864 50		9,360 47
St. Ours.....		47 87	70 77	1,875 41	60 16	103 73	478 20	100 87		2,437 01
Total, Chamby Canal.....		3,310 07	3,026 21	3,130 79	2,742 49	2,180 91	3,042 91	1,893 20		19,346 58

OTTAWA CANALS.											
Ottawa.....	190 03	5,129 73	3,941 19	3,597 40	2,629 84	2,268 53	2,457 39	1,520 54	.....	.....	21,734 65
Carillon.....	9 67	21 92	9 64	8 98	6 10	5 19	24 82	32 11	.....	.....	118 83
Grenville.....	325 09	2,757 48	2,784 31	3,017 00	2,542 39	2,078 88	1,803 28	1,697 12	.....	.....	17,063 55
St. Anne's.....	17 09	147 77	203 04	274 81	234 00	245 07	304 48	94 10	.....	1 00	1,521 36
Total, Ottawa Canals.....	541 88	8,056 90	6,938 18	6,898 19	5,412 33	4,598 07	4,649 97	3,343 87	.....	1 00	40,440 39
RIDEAU CANAL.											
Kingston Mills.....	.....	165 94	282 46	329 49	287 00	178 89	153 16	112 96	.....	.....	1,479 90
Ottawa.....	9 14	393 84	706 02	620 32	600 07	539 26	681 64	348 11	.....	.....	3,898 40
Smith's Falls.....	.....	29 05	54 91	175 69	102 81	85 27	52 56	31 82	.....	.....	582 11
Total, Rideau Canal.....	9 14	588 83	1,043 39	1,125 50	959 88	803 42	887 36	492 89	.....	.....	5,919 41
ST. PETER'S CANAL.											
St. Peter's.....	28 89	154 70	112 98	102 35	111 36	282 77	438 40	383 37	.....	163 66	1,778 48
NEWCASTLE DISTRICT CANALS.											
Bobcaygeon.....	.....	9 50	45 63	70 56	91 32	67 38	57 03	10 25	.....	.....	351 67
Buckhorn.....	.....	.....	20 75	10 85	9 40	8 75	0 30	.....	.....	.....	50 05
Burleigh.....	.....	3 93	18 83	18 60	11 39	21 57	19 93	1 75	.....	.....	96 00
Fenelon Falls.....	.....	0 50	2 25	0 50	0 50	3 70	.....	1 25	.....	.....	8 70
Hastings.....	.....	1 50	4 25	8 00	6 25	2 25	1 25	.....	.....	.....	23 50
Peterborough.....	2 70	12 10	22 24	21 35	18 74	21 59	16 54	6 55	.....	.....	121 81
Total, Newcastle District Canals.....	2 70	27 53	113 95	129 86	137 60	125 24	95 05	19 80	.....	.....	651 73
MURRAY CANAL.											
Brighton.....	13 52	54 85	135 67	146 09	178 74	63 85	46 05	31 28	.....	.....	670 05
Grand Total.....	7,255 34	48,108 17	49,406 01	49,101 78	50,956 34	49,029 80	47,882 26	26,889 05	.....	1,119 33	330,348 08

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1891, and the Amount of Tolls collected thereon.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian vessels, steam ..	1,147	92,764	86,418	74,643	2,352	292		7,294	89,946	174,963	179,008	353,971	3,952 11
do sail.....	641	30,005	28,405	48,708	4,835	288		9,056	52,624	88,057	85,864	173,921	3,460 34
Total Canadian.....	1,788	122,769	114,823	123,351	7,187	580		16,350	142,570	263,020	264,872	527,892	7,412 45
United States vessels, steam.....	522	1	1	9,180	204	227,752	195,905	201	45,412	237,134	241,522	478,656	7,187 03
do sail.....	284	91	40	3,887	576	48,252	35,005	457	15,300	52,687	50,921	103,608	2,306 06
Total United States.....	806	92	41	13,067	780	276,004	230,910	658	60,712	289,821	292,443	582,264	9,493 09
Grand Total, Welland Canal.....	2,594	122,861	114,864	136,418	7,967	276,554	231,202	17,008	203,282	552,841	557,315	1,110,156	16,905 54
ST. LAWRENCE CANALS.													
Canadian vessels, steam.....	3,041	353,192	299,992	17,127	608				5,347	370,319	305,947	676,266	3,920 31
do sail.....	5,706	550,410	407,809	46,487	320				70,129	596,897	478,258	1,075,155	11,565 42
Total Canadian.....	8,747	903,602	707,801	63,614	928				75,476	967,216	784,205	1,751,421	15,485 73
United States vessels, steam.....	582	307	1,377	3,761	75	6,134	6,965	63	5,298	10,265	13,715	23,980	184 98
do sail.....	604	517	14,083	7,349	1,602	875	943	30,362	10,497	39,103	27,125	66,228	517 62
Total United States.....	1,186	824	15,460	11,110	1,677	7,009	7,908	30,425	15,795	49,368	40,840	90,208	702 60
Grand Total, St. Lawrence Canals.....	1,768	904,426	723,261	74,724	2,605	7,009	7,908	30,425	91,271	1,016,584	825,045	1,841,629	16,188 33
CHAMBLEY CANAL.													
Canadian vessels, steam.....	464	32,206	31,006	94					746	32,300	31,752	64,052	206 74

do	555	10,411	9,792	7,339	.....	.....	.....	17,240	17,750	27,032	44,782	632 22
Total Canadian	1,019	42,617	40,798	7,433	.....	.....	.....	17,986	50,050	58,784	108,834	838 96
United States vessels, steam	28	332	309	134	.....	.....	.....	230	486	539	1,025	10 54
do	1,006	1,471	2,660	41,875	.....	.....	.....	69,865	43,346	72,825	115,871	1,588 34
Total United States	1,034	1,823	2,969	42,009	.....	.....	.....	70,095	43,832	73,064	116,896	1,598 88
Grand Total, Chambly Canal	2,053	44,440	43,767	49,442	.....	.....	.....	88,081	93,882	131,848	225,730	2,437 84
OTTAWA CANALS.												
Canadian vessels, steam	1,025	52,480	112,784	.....	2,312	.....	.....	.....	52,480	115,096	167,576	682 17
do	1,123	8,699	134,287	.....	18,040	.....	.....	.....	8,699	152,327	161,026	2,274 15
Total Canadian	2,148	61,179	247,071	.....	20,352	.....	.....	.....	61,179	267,423	328,602	2,956 32
United States vessels, steam	4	102	33	.....	51	.....	.....	.....	102	84	186	2 29
do	312	4,677	1,043	.....	25,219	.....	.....	.....	4,677	26,262	30,939	717 31
Total United States	316	4,779	1,076	.....	25,270	.....	.....	.....	4,779	26,346	31,125	719 60
Grand Total, Ottawa Canals	2,464	65,958	248,147	.....	45,622	.....	.....	.....	65,958	293,769	359,727	3,675 92
RIDEAU CANAL.												
Canadian vessels, steam	1,299	35,585	42,426	126	.....	.....	.....	.....	35,711	42,426	78,137	762 11
do	945	32,445	35,649	871	.....	.....	.....	.....	33,316	35,649	68,965	766 05
Total Canadian	2,244	68,030	78,075	997	.....	.....	.....	.....	69,027	78,075	147,102	1,528 16
United States vessels, steam	69	323	338	.....	.....	.....	.....	.....	323	388	711	16 83
do	181	2,314	9,851	4,479	.....	.....	.....	.....	6,793	9,851	16,644	241 70
Total United States	250	2,637	10,239	4,479	.....	.....	.....	.....	7,116	10,239	17,355	258 53
Grand Total, Rideau Canal	2,494	70,677	88,314	5,476	.....	.....	.....	.....	76,143	88,314	164,457	1,786 69
ST. PETER'S CANAL.												
Canadian vessels, steam	129	11,167	11,983	.....	.....	.....	.....	.....	11,167	11,983	23,150	463 00
do	992	24,150	24,364	.....	.....	.....	.....	.....	24,150	24,364	48,514	970 28
Grand Total, St. Peter's Canal	1,121	35,317	36,347	.....	.....	.....	.....	.....	35,317	36,347	71,664	1,433 28

No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Continued.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
TRENT VALLEY CANALS.													
Canadian vessels, steam	747	14,749	14,844							14,749	14,844	29,593	223 59
do sail	385	11,904	11,071							11,904	11,071	22,975	93 33
Total Canadian	1,132	26,653	25,915							26,653	25,915	52,568	316 92
United States vessels, steam	2	4	4							4	4	8	50
do sail													
Total United States	2	4	4							4	4	8	50
Grand Total, Trent Valley Canals.	1,134	26,657	25,919							26,657	25,919	52,576	317 42
MURRAY CANAL.													
Canadian vessels, steam	859	90,376	31,935							95,701	38,668	134,369	226 93
do sail	188	5,975	4,403							7,013	5,989	13,002	51 69
Total Canadian	1,047	96,351	36,338							102,714	44,657	147,371	278 62
United States vessels, steam	2	163	5							163	5	168	0 50
do sail	6	35	57							35	57	92	2 00
Total United States	8	198	62							198	62	260	2 50
Grand Total, Murray Canal.	1,055	96,549	36,400							102,912	44,719	147,631	281 12

SUPPLEMENTARY APPENDIX A.—Continued.
 No. (A) 21.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—Concluded.
 RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
CANADIAN VESSELS.													
Steam and Sail.													
Welland.....	1,788	122,769	114,823	123,351	7,187	550	292	16,350	142,570	263,020	264,872	527,892	7,412 45
St. Lawrence.....	747	903,602	707,801	63,614	928				75,476	967,216	784,205	1,751,421	13,485 73
Chambly.....	1,019	42,617	40,798	7,433					17,986	50,050	58,784	108,834	838 96
Ottawa.....	2,148	61,179	247,071		20,352					61,179	267,423	328,602	2,956 32
Rideau.....	2,244	68,030	78,075	997						69,027	78,075	147,102	1,528 16
St. Peter's.....	1,121	35,317	36,347							35,317	36,347	71,664	1,433 28
Trent Valley.....	1,132	26,653	25,915							26,653	25,915	52,568	316 92
Murray.....	1,047	96,351	36,338	6,363	175				8,144	102,714	44,657	147,371	278 62
Total Canadian.....	11,246	1,356,518	1,287,168	201,758	28,642	550	292	16,350	244,176	1,575,176	1,560,278	3,135,454	30,250 44
UNITED STATES VESSELS.													
Steam and Sail.													
Welland.....	806	92	41	13,067	780	276,004	230,910	658	60,712	289,821	292,443	582,264	9,493 09
St. Lawrence.....	1,186	824	15,460	11,110	1,677	7,069	7,908	30,425	15,795	49,368	40,840	90,208	702 60
Chambly.....	1,034	1,823	2,969	42,009					70,095	43,832	73,004	116,896	1,598 88
Ottawa.....	316	4,779	1,076		25,270					4,779	26,346	31,125	719 60
Rideau.....	250	2,637	10,239	4,479						7,116	10,239	17,355	258 53
St. Peter's.....		4	4							4	4	8	0 50
Trent Valley.....	2	4	62							198	62	260	2 50
Murray.....	8	198											
Total United States.....	3,602	10,357	29,851	70,665	27,727	283,013	238,818	31,083	146,602	395,118	442,998	838,116	12,775 70
Grand Total, Canadian and United States.....	14,848	1,366,875	1,317,019	272,423	56,369	283,563	239,110	47,433	390,778	1,970,294	2,003,276	3,973,570	43,026 14

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 21½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals during the Seasons of Navigation of 1890 and 1891, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1890.												
Welland Canal.....	30,274	56,535	35,959	10,283	215,698	318,259	17,358	331,799	299,289	716,876	1,016,165	194,089 53
St. Lawrence Canals	216,557	476,196	11,052	3,253	1,115	2,065	41,351	102,264	270,975	583,778	853,853	60,720 30
Chambly Canal	8,224	4,118	85,113	6,085	.....	.....	.....	98,867	93,337	109,070	202,407	18,171 00
Rideau Canal.....	81,219	26,289	6,066	.....	.....	.....	.....	.....	87,285	26,289	113,574	6,145 21
Ottawa Canals.....	527	537,253	8	113,567	.....	.....	.....	.....	535	650,820	651,355	48,226 36
St. Peter's Canal.....	5,889	26,342	.....	.....	.....	.....	.....	.....	5,889	26,342	32,231	1,742 01
Trent Valley Canals.....	22,297	2,382	.....	.....	.....	.....	.....	.....	22,297	2,382	24,679	708 94
Murray Canal	4,606	7,896	6,190	.....	.....	.....	.....	91	10,798	7,985	18,783	707 03
1891.												
Welland Canal.....	11,415	58,559	13,845	13,963	247,543	306,257	17,409	306,022	290,212	684,801	975,013	198,823 88
St. Lawrence Canals	203,211	547,727	10,725	1,545	645	1,701	33,314	137,926	247,895	688,899	936,794	62,726 56
Chambly Canal.....	56,763	7,547	66,881	.....	.....	.....	.....	98,073	123,644	105,620	229,264	19,346 58
Rideau Canal	69,714	28,142	11,457	.....	.....	.....	.....	.....	81,171	28,142	109,313	5,910 41
Ottawa Canals.....	871	476,735	.....	107,435	.....	.....	.....	.....	871	584,170	585,041	40,440 39
St. Peter's Canal.....	6,512	28,008	.....	.....	.....	.....	.....	.....	6,512	28,008	34,520	1,778 48
Trent Valley Canals.....	16,632	4,207	.....	.....	.....	.....	.....	.....	16,632	4,207	20,839	651 73
Murray Canal.....	5,002	4,322	906	250	.....	.....	24	1,238	5,932	5,810	11,742	670 05

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 1st March, 1892.

RATES OF TOLLS.

No. 22.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O.C., 25th April, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and as per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 1.</i>								
Vessels, steam.....per ton.	0 01 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 02 $\frac{1}{4}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01 $\frac{1}{2}$
do sail and other.... do	0 02 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 01 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 02 $\frac{1}{4}$	0 01	0 02 $\frac{1}{2}$
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards..	0 10	0 10	0 20	0 10	0 05	0 08	0 02 $\frac{1}{4}$	0 09 $\frac{1}{2}$
Passengers, under 21 years each....	0 05	0 05	0 10	0 05	0 02	0 04	0 01 $\frac{1}{4}$	0 04 $\frac{1}{2}$
<i>Class No. 3.</i>								
Bricks, cement and water lime....)								
Clay, lime and sand..								
Brimstone.....								
Corn.								
Flour.....								
Iron, railway.....								
do pig.....								
do all other, including steel (O. C., 1st Feb., 1888).								
Plaster, gypsum..	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{2}$
Salt.....								
Salt meats or fish in barrels or otherwise.....								
Agricultural products, vegetable, not enumerated.....								
Agricultural products, animals, not enumerated.....								
Stone, for cutting.....								
Wheat.....								
<i>Class No. 4.</i>								
All other articles, not enumerated	0 15	0 0	0 20	0 20	0 10	0 26	0 14	0 29

of the Dominion of Canada, 1891.

TRENT VALLEY CANAL (O.C., 25th JULY, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakfield.	Fenelon Falls to Lakefield.	Whitlaw's to Hastings.
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$	0 00 $\frac{3}{4}$ 0 01	0 00 $\frac{3}{16}$ 0 00 $\frac{1}{4}$
0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 01 0 00 $\frac{1}{2}$	0 04 0 02	0 01 0 00 $\frac{1}{2}$
0 01	0 01	0 01	0 01	0 04	0 01
0 03	0 03	0 03	0 03	0 12	0 03

No. 22.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Anne's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Class No. 5.</i>								
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{2}$
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 $\frac{1}{2}$
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23
do rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{4}$
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30
Masts and spars, telegraph poles, per ton of 40 cubic ft., in vessels	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13 $\frac{1}{4}$
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22 $\frac{1}{4}$
Railway ties, in vessels, each	0 01	0 01	0 01	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 01 $\frac{1}{2}$
do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 $\frac{1}{4}$
Sawed stuff, boards, planks, scantling and sawed timber, per M. feet, board measure, in vessels	0 30	0 30	0 30	0 15	0 10	0 11 $\frac{1}{4}$	0 06 $\frac{3}{4}$	0 20
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36 $\frac{1}{2}$
Square timber, per M. cubic feet, in vessels	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69
Square timber, per M. cubic feet, in rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13
Waggon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55
Shingles, per M	0 06	0 06	0 06	0 06	0 04	0 04 $\frac{1}{2}$	0 02 $\frac{1}{2}$	0 08
Split posts and fence rails per M., in vessels	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42
Split posts and fence rails per M., in rafts	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77
Sawlogs, each standard log	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13
Staves and headings, brls. per M.	0 40	0 40	0 40	0 20	0 15	0 15	0 10	0 30
do pipe do	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75
do W. India, per M.	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do salt barrel, sawn								
or cut, per M.	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 $\frac{1}{2}$
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th October, 1882)	0 15	0 05	.....	0 05	Westward	.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{1}{4}$
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$
Kryolite, iron ore or chemical ore	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05	.....	.....	.....	.....	.....

of the Dominion—*Continued.*

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	Whitlaw's to Hastings.
Fenelon Falls to Bobcaygeon.	Bobcaygeon. to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Bobcaygeon.	Tolls Charge- able to Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 13	0 13	0 13	0 13	0 52	0 13
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 02	0 02	0 02	0 02	0 08	0 02
0 02	0 02	0 02	0 02	0 08	0 02
0 01	0 01	0 01	0 01	0 04	0 01
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{4}$
0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 00 $\frac{1}{4}$	0 01	0 00 $\frac{1}{4}$
0 03	0 03	0 03	0 03	0 10	0 03
0 04	0 04	0 04	0 04	0 14	0 04
0 07	0 07	0 07	0 07	0 28	0 07
0 14	0 14	0 14	0 14	0 56	0 14
0 04	0 04	0 04	0 04	0 16	0 04
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 03	0 03	0 03	0 03	0 12	0 03
0 05	0 05	0 05	0 05	0 20	0 05
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
0 02	0 02	0 02	0 02	0 08	0 02
0 10	0 10	0 10	0 10	0 40	0 10
0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 05 $\frac{1}{2}$	0 22	0 05 $\frac{1}{2}$
0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 02	0 00 $\frac{1}{2}$
0 05	0 05	0 05	0 05	0 20	0 05
0 20	0 20	0 20	0 20	0 80	0 20
Free.	Free.	Free.	Free.	Free.	Free.
0 01	0 01	0 01	0 01	0 04	0 01
0 03 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 14	0 03 $\frac{1}{4}$
0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 03	0 00 $\frac{3}{4}$
Free.	Free.	Free.	Free.	Free.	Free.

Sec. 76.—Standard for estimating weight, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois.	1	Stone, 12 cubic feet	1
Per M. is per thousand feet.		Stone, 1 cord	7½
Per Mille is per thousand pieces.		Whiskey, 4 barrels or 215 gallons.	1
Green fruit, 9 barrels are.	1	Empty barrels, 10.	1
Ashes, 3 barrels are.	1	Barrel hoops, 10 Mille.	1
Bark, 4 cords.	1	Board and other sawed lumber, 600 feet	
Beef, 7 barrels.	1	board measure.	1
Biscuit and crackers, 9 barrels.	1	Boat knees, 4.	1
Bricks, common, 1,000	2	Firewood, 1 cord	3
Butter, 22 kegs or 7 barrels.	1	Hop poles, 60 or 40 cubic feet.	1
Cattle, 3.	1	Shingles, 12 M. or bundles.	1
Cement and water lime, 7 barrels.	1	Split posts and fence rails, 1 Mille.	1
Fire bricks, 1,000.	3	Staves and headings, Pipe, 1 Mille.	8
Fish, 7 barrels.	1	do W. India, 1 Mille.	4
Flour, 9 barrels.	1	do Barrel, 1 Mille.	2½
Gypsum and manganese, 6 barrels.	1	do Salt barrel, 1 Mille.	1
Horses, 2.	1	Sawlogs, standard, 1.	1
Lard and tallow, 7 barrels or 22 kegs.	1	Square timber, 50 cubic feet.	1
Liquors and spirits, 215 gallons.	1	Telegraph poles, 10 or 40 cubic feet.	1
Liquors, all others, 215 gallons.	1	Masts and spars, 40 cubic feet.	1
Nuts, 9 barrels.	1	Railroad ties, 16 or 50 cubic feet.	1
Oysters, 6 barrels.	1	All other woodenware, or partly manu-	
Pork, 7 barrels.	1	factured wood, 40 cubic feet as per tariff	1
Salt, 7 barrels.	1	Traverses, 40 cubic feet or 5 pieces.	1
Seed, 9 barrels.	1	Floats, 50 lineal feet.	1
Sheep, 20	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several sub-divisions of the canals :—

	Rate.
WELLAND CANALS.	
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.	1
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.	1
3. From Dunnville to Port Colborne.	1
4. From Thorold to St. Catharines or Port Dalhousie.	1
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.	1
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson	1
7. From Port Robinson to Allanburg or Thorold.	1
8. From Port Robinson to St. Catharines or Port Dalhousie.	1
9. From St. Catharines to Port Dalhousie.	1
10. From Dunnville to Maitland.	1
11. From Port Robinson through the Lock and Chippawa Cut.	1
12. From Port Colborne to Port Maitland.	1
13. From Chippawa Cut through Lock to Port Robinson	1
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.	1
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.	1
16. Through the Chippawa Cut only.	1
17. Through the Port Robinson Lock only	1

ST. LAWRENCE CANALS.

Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

CHAMBLY CANAL.

Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.
Vessels and property passing from Chambly to St. John's, to pay.

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz., Grenville, Carillon and St. Ann's Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

Sec. 81. The navigation of this canal is divided into three sections, viz., Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third; two sections, two-thirds.

GENERAL.

Sec. 82. (a) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b) The passing of sawlogs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C. June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippewa Creek, between the Aqueduct and Port Robinson. O. C. May 18, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84:—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July. 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kyrolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a) All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Locks, the Lachine Canal and the Chambly Canal; provided always:—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

(b) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c) No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30, a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C. April 18, 1873.

Sec. 87. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C. June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal, shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals; and during the said period, if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid, the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C. March 18, 1889.

HARBOUR DUES.

Sec. 89. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the Sheds at the Lachine Canal Basin:—

		Cents.
Wheat and other grain, per week, per bushel	1	
Meal do per barrel	4	
Pork, beef, butter and lard do do	5	
Muscovado sugar do per hhd, 10 cents; per brl.	5	
Liquors { do per pipe, 15 cents; per pun	12	
Iron (bars) do per hhd, 10 cents; per qr. cask.	7	
Iron pig do per ton	24	
Salt, except at the St. Gabriel Sheds do do	12	
Salt at the St. Gabriel Sheds, Montreal, after per 100 minots	36	
the first 48 hours do per bag	$\frac{1}{2}$	
Bales, crates, cases, &c. do per ton weight or measurement	24	
Coals do per chaldron	12	

Sec. 91. (a) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f) All dues for storage shall be paid before the removal of the property. O. C. August 21, 1846, October 28, 1846.

Flour.

Sec. 92. (a) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of the exemption.

(c) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d) Any part of a day shall be considered as one day. O. C. May 31, 1856.

TOLLS ON VESSEES TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of toll shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the harbour of Montreal, and on certain goods herein mentioned; said vessels to be allowed 48 hours for discharge of cargo before the following be incurred; and said discharge to be made below the St. Gabriel Lock.

	Mills.
Steamboats measuring 50 tons or upwards, per ton register, per day of 24 hours	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours. . .	4
	Cents.
Steamboats measuring under 50 tons register, each day of 24 hours.	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours.	20
All vessels measuring less than 25 tons register, per day of 24 hours.	10
Coal, per chaldron	10
Salt, per 100 minots.	15
Iron of all kinds, per ton weight	15
Merchandise as in class No. 6 of the tariff of tolls on Dominion Canals.	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C. June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say:—

(a) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street Bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharves or banks, after the first five days, an additional charge of four cents per cord. O. C. Aug. 7, 1860.

(b) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and Basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C. Jan. 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas under existing regulations for the collection of Canal tolls, eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one Section Canal Toll if re-entering the Lachine Canal;

And whereas vessels loaded with grain destined for the Montreal Harbour frequently unload only part of their cargoes on board sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;

It is ordered that the Lachine Canal basins, within the Montreal city limits be considered as part of the Montreal Harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O. C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal Harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal Harbour, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessel on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rate per ton shall be charged for wintering vessels in the Lachine Canal, viz.:—
For each boat, barge, scow or other vessels of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissioners in respect of the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—*Tonnage Dues.*

On steamboats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure.....	Per ton register. 1 cent.
On all other vessels, per day, as aforesaid.....	$\frac{1}{2}$ do

Sec. 100.—*Wharfage Dues.*

All goods, wares and merchandise, not elsewhere specified.....	Per ton. 25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes.....	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine.....	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt.....	10 do
Coal and coke, grain and seeds of all kinds.....	$7\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1,000, cordwood, 5 cents per cord, lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie.....	Free.

Note.

Sec. 101 (a.) On all goods, wares and merchandise whatsoever, the quantity of which by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent on the value thereof.

(b.) Each entry shall pay not less than 5 cents.

(c.) All property landed on the wharves for re-shipment shall only pay one wharfage.

(d.) The ton mentioned in the tariff of wharfage dues shall be 2,000 lbs. weight or 40 cubic feet measurement, according to the bill of lading.

Sec. 102.—Standard for Estimating Weights.

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meat, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 do
Sheep.....	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1st, 1881.

TOLLS ON FLOATED TIMBER, &C., ENTERING THE BASIN AT LACHINE.

Sec. 103. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal :—

Kinds of Timber.	For receiving Timber, &c., to include use of Basin and Wharf for one Month.	For each succeeding month during the Season of Navigation.	For Wintering in basin or on wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12 x 12, per M cubic feet.....	25	20	35
Timber, round or flattened, of all kinds, under 12 x 12, per M lineal feet.....	20	15	30
Planks and boards to include all kinds of sawed lumber in rafts, per M feet, board measure.....	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log.....	1	$\frac{1}{2}$	2
Floats, per 100.....	10	5	10
Traverses, per 100.....	10	5	10
Fence posts and rails, per M.....	10	5	10
Staves, barrel, per M.....	8	4	8
do pipe do.....	8	4	8
do West India, per M.....	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharves in canal basin at Lachine.....	3	3	3

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103 :—"The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880."

Note.

Sec. 104 (a). No allowance shall be made for fractional parts of a month or winter season.

(b.) The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c.) The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the canal basin, at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

In canal basin, Ottawa, steamers per season.....	\$ 8 00
do do barges do.....	4 00
Inside locks do steamers do.....	50 00
do other stations do.....	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106 (a). Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing canal regulations.

(b.) In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the canal regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month, or fraction of a month, the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st of November to the 1st June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged with winterage dues.

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The committee submit the above recommendation for your Excellency's approval.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rules and Regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the Rates of Toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

ORDER IN COUNCIL.

27th September, 1890.

On a Memorandum dated 25th September, 1890, from the Minister of Railways and Canals representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of Canal enlargement.

The Minister recommends as this prohibition has entailed the use of tugs and consequently expense to the parties concerned, and upon the advice of the Deputy Head of the Department of Railways and Canals, that all tugs used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the Canal between the lower entrance of the Canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to declare the now completed Tay Canal to be part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and protection of the canals of the Dominion of Canada, made and established by the Order in Council of the 26th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially, and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely :—

From Perth to Smith's Falls, 1 section, or $\frac{1}{4}$ of Rideau Canal rates.

From Perth to Kingston, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.

From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.

From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.

A portion of a section to be charged as a whole section.

AT THE GOVERNMENT HOUSE, AT OTTAWA,

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency having had under consideration the Tariff of Tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has from time to time been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to Order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, peas, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following :—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped for Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transshipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 25th day of March, 1891, authorizing the reduction of toll to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port

Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed.)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

CERTIFIED *Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 18th May, 1891.*

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which Orders are carried out by way of refund of the excess tolls paid, that such refund be made at the close of the present season, on or about the 1st day of December and not during the season as heretofore.

(Signed.)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed.)

JOHN J. MCGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed,) JOHN J. McGEE,
Clerk of the Privy Council.

O. C. 31st October, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorize the collection of the following tolls and dues for the use of the dry dock at Bobcaygeon, and of any of the locks on the Trent Valley Canal, during the winter or other shorter period.

For Vessels.	Wintering.	Per Day.	Per week.
	\$	\$	\$
Over 15 tons.....	30	4	12
15 tons and under	20	3	10

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
1st March, 1892.

REPORTS

RAILWAY STATISTICS

OF

CANADA

AND

CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF
THE RAILWAYS OF THE DOMINION

1891

PRINTED BY ORDER OF PARLIAMENT



OTTAWA:

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1892

CANADIAN GOVERNMENT RAILWAYS.

OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,

OTTAWA, 28th April, 1892.

SIR,—I have the honour to submit to you the Railway Statistics of the Dominion for the year ended on the 30th June, 1891, compiled from sworn returns made by the several railway companies to the Minister of Railways and Canals. I introduce, in the first place, a table showing the growth of the railways from year to year, since the opening of the first line in 1837.

Year.	Miles in Operation.	Year.	Miles in Operation.
1836.....	0	1864.....	2,145
1837.....	16	1865.....	2,145
1838.....	16	1866.....	2,150
1839.....	16	1867.....	2,258
1840.....	16	1868.....	2,269
1841.....	16	1869.....	2,497
1842.....	16	1870.....	2,497
1843.....	16	1871.....	2,497
1844.....	16	1872.....	2,508
1845.....	16	1873.....	2,638
1846.....		1874.....	2,642
1847.....	59	1875.....	4,826
1848.....	59	1876.....	5,157
1849.....	59	1877.....	5,574
1850.....	71	1878.....	6,143
1851.....	93	1879.....	6,484
1852.....	212	1880.....	6,891
1853.....	423	1881.....	7,260
1854.....	657	1882.....	7,530
1855.....	855	1883.....	8,726
1856.....	1,296	1884.....	9,658
1857.....	1,428	1885.....	10,149
1858.....	1,654	1886.....	10,697
1859.....	1,997	1887.....	11,691
1860.....	2,087	1888.....	12,162
1861.....	2,087	1889.....	12,628
1862.....	2,110	1890.....	13,256
1863.....	2,110	1891.....	14,009

The tables appended may be summarized as follows :—

Miles of railway completed (track laid).....	14,633
do sidings.....	1,665
do iron rails in main line.....	764
do steel do.....	13,869
Capital paid (including the four following items)....	\$816,622,758
Government bonuses paid.....	147,165,432
do loans do.....	21,201,314
do subscriptions to shares paid.....	300,000
Municipal aid paid.....	13,792,509
Miles in operation.....	14,009
Earnings.....	\$48,192,099
Working expenses.....	34,960,449
Net earnings.....	13,231,649
Passengers carried.....	13,222,568
Freight carried (tons).....	21,753,290
Train mileage.....	43,399,178
Passengers killed.....	13
Number of elevators.....	42
do guarded level crossings.....	131
do unguarded do.....	8,708
do overhead bridges.....	384
do level crossings of other railways.....	193
do junctions with other railways.....	297
do do branch lines.....	187
do engines owned.....	1,800
do do hired.....	50
do sleepers and parlour cars owned.....	125
do do do hired.....	17
do first class cars owned.....	818
do do hired.....	31
do second class and immigrant cars owned..	609
do do do hired....	15
do baggage, mail and express cars owned....	535
do do do hired....	25
do cattle, box and freight cars owned.....	30,740
do do do hired.....	3,625
do platform cars owned.....	14,325
do do hired.....	289
do coal and dump cars owned.....	3,437
do do hired.....	122

NOMINAL CAPITAL PAID.

	Miles Constructed	Amount.	Per Mile.
		\$ cts.	\$ cts.
Ordinary share capital.....	14,633	238,769,386 36	16,317 11
Preference do	14,633	101,000,400 39	6,902 23
Bonded debt.....	14,633	292,291,653 68	19,974 82
Aid from Dominion Government.....	14,633	142,934,780 54	9,767 97
do Ontario do	6,089	6,032,584 92	990 73
do Quebec do	2,806	10,879,133 93	3,877 09
do New Brunswick Government.....	1,360	4,297,500 71	3,159 98
do Nova Scotia do	788	2,007,995 87	2,548 22
do Prince Edward Island Government.....	211		
do Manitoba Government.....	1,312	2,477,250 00	1,888 15
do British Columbia Government.....	687	37,500 00	54 58
do North-West Territories Government.....	1,373		
do Municipalities in Ontario.....	6,089	10,166,305 81	1,669 63
do do Quebec.....	2,806	2,428,918 62	865 62
do do New Brunswick.....	1,360	286,500 00	210 66
do do Nova Scotia.....	788	277,685 00	352 39
do do Prince Edward Island.....	211		
do do Manitoba.....	1,312	595,600 00	453 96
do do British Columbia.....	687	37,500 00	54 58
do do North-West Territories.....	1,373	25,000 00	18 21
Capital from other sources.....	14,626	2,102,062 38	143 73
Total paid Capital	14,633	816,647,758 21	55,808 62

Equal to an average of \$1,759.34 per mile on total mileage.

GOVERNMENT and municipal loans, bonuses, &c., promised to railways completed and under construction:—

Dominion Government	\$ 146,791,274 10
Ontario do	6,187,007 44
Quebec do	14,397,508 12
New Brunswick Government.....	4,587,346 81
Nova Scotia do	2,135,995 87
Manitoba do	2,478,300 00
British Columbia do	37,500 00
Municipalities in Ontario	10,347,041 78
do Quebec	4,255,774 00
do New Brunswick	316,500 00
do Nova Scotia	277,685 00
do Manitoba.....	595,600 00
do British Columbia	37,500 00
do North-West Territories	25,000 00

\$ 192,470,033 12

FATAL ACCIDENTS.

	Passengers Killed.	Employees Killed.	Others Killed.	Total Killed.
Falling from cars or engines	1	23	2	26
Getting on or off trains in motion	4	1	11	16
At work making up trains.	1	1	1	1
Coupling cars.	7	7	7	7
Collisions and derailments.	8	10	1	19
Striking bridges.	2	2	2	2
Walking or being on track	12	99	111	111
Other causes	9	5	14	14
Totals.	13	65	118	196

LAND GRANTS made by Governments to railways completed and under construction :—

Name of Railway.	Government.	Acres Granted.	Acres Sold.	Amount Realized.
				\$
Calgary and Edmonton	Dominion	2,176,000		
Canadian Pacific	do	26,408,000	10,427,129	22,189,657
Manitoba and South-Western Colonization	do	4,968,000	108,995	471,468
Esquimalt and Nanaimo	do	1,900,000		
Great Northern	Quebec	140,000		
Great North-West Central	Dominion	2,880,000		
Lake Temiscamingue Colonization	Quebec	250,000		
Lower Laurentian	do	480,000	385,386	134,885
Manitoba and North-Western	Dominion	2,918,400	225,762	573,284
Montreal and Western	Quebec	350,000		
*North-Western Coal and Navigation	Dominion ..	1,401,600	95,641	128,399
Ottawa and Gatineau Valley	Quebec	450,000		
Qu'Appelle, Long Lake and Saskatchewan	Dominion	1,329,333	128,000	121,600
Quebec and Lake St. John	Quebec	1,390,000	1,390,000	973,000
Western Counties	Nova Scotia ..	150,000		
Wood Mountain and Qu'Appelle	Dominion	1,536,000		
Winnipeg and Hudson Bay	do	8,480,000		

* Now Alberta Railway and Coal Company.

The statistics have again been greatly delayed owing to the difficulty of obtaining the returns of many of the smaller companies, some of which have come in at various dates in March and April, instead of on or before the 1st October, as the Act requires. I can only repeat the recommendation I have so often made already, that the law in the case made and provided be enforced.

I have the honour to be, Sir,

Your obedient servant,

COLLINGWOOD SCHREIBER,

Chief Engineer and General Manager.

The Secretary,

Department of Railways and Canals.

TABLE showing Locations of the Railways of the Dominion of Canada, 30th June, 1891.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Alberta Railway and Coal Co....	Late North-Western Coal and Navigation Co.—From Dunmore, on C.P.R., westerly to colliery at Lethbridge, and from Lethbridge to Coutts		174·12
Albert Southern	Harvey Branch Junction to Alma		17·00
Baie des Chaleurs	Metapedia to Paspebiac (60 miles of track laid)		100·00
Bay of Quinté and Navigation Co.	Deseronto, on Bay of Quinté, Lake Ontario, to Deseronto Junction, Grand Trunk Railway		3·50
Brantford, Waterloo and Lake Erie	Brantford, Ont., to Waterford, Ont.		17·00
Buctouche and Moncton	Moncton, on Intercolonial Railway, to Buctouche, N.B.		32·00
Brockville, Westport and Sault Ste. Marie	Brockville to Westport		45·00
Calgary and Edmonton	Calgary to Edmonton } (156·30 miles of track laid). }	191·97	
	do Macleod }	105·00	
			296·97
Canada Atlantic	City of Ottawa to Boundary. Crosses the St. Lawrence at Coteau by bridge. Connects with Grand Trunk Railway at Coteau and Lacolle		138·00
Canada Southern	Main Line—Windsor to Suspension Bridge	126·18	
	Amherstburg Branch—Essex Centre to Amherstburg	15·70	
	St. Clair Branch—St. Clair Junction to Courtright	62·63	
	Fort Erie Branch—Fort Erie to Welland Junction	17·50	
	Erie and Niagara Branch—Fort Erie to Niagara	30·60	
	Oil Springs Branch—Oil Springs to Oil City	5·50	
	Sarnia, Chatham and Erie—Oil City to Petrolia	7·00	
	Leamington and St. Clair—Comber to Leamington	13·80	
			378·91
Canada Eastern	Late Northern and Western of New Brunswick—Gibson to Chatham Junction, I. C. R.	107·00	
	Blackville to Indiantown	9·00	
	Chatham to Chatham Junction	11·00	
Canadian Pacific:			127·00
Owned	Main Line—Montreal to Vancouver	2,906·50	
	do Quebec to St. Martin's Junction	159·80	
(Formerly North Shore Ry.)...	Branch—Grand Piles to Three Rivers	27·56	
	do Joliette Junction to St. Félix	16·80	
	do Berthier do Berthier	2·00	
	do Ste. Thérèse to St. Lin	15·00	
	do do St. Eustache	8·00	
	do St. Lin Junction to St. Jérôme	11·00	
	do Buckingham Station to Buckingham Village	4·20	
	do Hull to Aylmer	7·50	
	do Carleton Junction to Brockville	45·50	
	do Sudbury to Copper Mines	5·00	
	do do Sault Ste. Marie	182·50	
	do Winnipeg Junction to Emerson	64·80	
	do do to Deloraine	201·60	
	do do Glenboro'	116·80	
	do Rosenfeld to Gretna	13·70	
	do Winnipeg to W. Selkirk	22·50	
	do do Stonewall	18·10	
	do Vancouver to Coal Harbour	1·20	
	do New Westminster to N. W. Junction	9·20	
	Total mileage owned	3,839·20	
Leased lines	Atlantic and North-West—Mile End to Mattawamkeag Junction (including former International and Waterloo and Magog Railways)		336·10
	St. Lawrence and Ottawa—Ottawa to Prescott	51·80	
	Chaudière Junction to Ottawa	4·70	
			56·50
	Carried forward		392·60

TABLE showing Locations of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Canadian Pacific— <i>Continued.</i> Leased Lines.....	Brought forward.....	392·60	
	Ontario and Quebec—		
	Montreal to Toronto Junction.....	339·00	
	London to Windsor.....	112·00	
		451·00	
	Credit Valley—		
	Toronto Junction to St. Thomas.....	116·10	
	Streetsville Junction to Melville.....	31·60	
	Cataract to Elora.....	27·50	
		175·20	
	Toronto, Grey and Bruce—		
	Toronto to Owen Sound.....	116·60	
	Orangeville to Teeswater.....	67·10	
	Glenannan to Wingham.....	5·00	
		188·70	
	West Ontario Pacific—Woodstock to London.....	26·60	
	Guelph Junction—		
	Guelph, Ont., to Guelph Junction, on Credit Valley Railway, C.P.R.....	15·50	
	New Brunswick—		
	From Gibson to Edmundston.....	164·00	
	Branch, Newbury Junction to Woodstock.....	6·00	
	do Aroostock to Maine boundary.....	4·00	
	Woodstock to St. Stephens and St. Andrews.....	127·00	
	Carleton to St. Croix and Vanceboro'.....	92·00	
	Fredericton Junction to Fredericton.....	22·50	
		415·50	
	Columbia and Kootenay—		
	From outlet Kootenay Lake to Columbia River.....	28·50	
	Toronto Junction to Strachan Avenue.....	3·20	
	Total Mileage Leased.....	1,696·80	
	do Owned.....	3,839·20	
	do Worked.....		5,536·00
Canadian Government Railways.	Intercolonial—		
	Halifax to Lévis.....	675·00	
	Moncton to St. John.....	89·00	
	Truro to Trenton.....	44·00	
	New Glasgow to Mulgrave.....	82·00	
	Stellarton to Pictou.....	14·00	
	Pt. Tupper to Sydney.....	91·00	
	Trenton to Pictou Landing.....	7·00	
	Painsec to Pte. du Chêne.....	11·00	
	Branch to North Sydney.....	5·00	
	do Dalhousie.....	7·00	
	do St. Charles.....	25·00	
	do Dartmouth.....	5·00	
	do Indiantown.....	14·00	
	do Oxford Junction to Brown's Pt.....	67·00	
	do Pugwash.....	5·00	
		1,141·00	
	Prince Edward Island—		
	Main Line—Alberton to Georgetown.....	147·00	
	Branch—Mount Stewart to Souris.....	38·40	
	do Alberton to Tignish.....	13·10	
	do County Line to Cape Traverse.....	12·10	
		210·60	
			1,351·60

TABLE showing Locations of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Caraquet.....	From Gloucester Junction, Intercolonial Railway, 5 miles south of Bathurst Station, easterly along the south shore of Baie des Chaleurs to Shippigan Harbour, N.B.		68'00
Carillon and Grenville.....	Carillon to Grenville, P.Q., connecting at both termini with Ottawa River Navigation Company's steamers (Gauge, 5 ft. 6 in.).....		13'00
Central Ontario.....	From Picton, in Prince Edward County, Ont., to Coe Hill Iron Mines, Wollaston, County of Hastings; connects with Grand Trunk at Trenton, Midland Railway, 2 miles west of Stirling, and with Ontario and Quebec, in Township of Rawdon.,.....		104'00
Central Railway of New Brunswick.....	From Norton Station, on the Intercolonial Railway, to Chipman.....	44'66	
	From Hampton to Quaco (formerly St. Martin's and Upham Railway)	30'00	74'66
Cornwallis Valley.....	From Kingsport, on Basin of Minas, N.S., to Kentville on Windsor and Annapolis Railway		14'00
Cumberland Railway and Coal Company (formerly Spring Hill and Parrsboro')..	Spring Hill Junction, Intercolonial Railway, to Spring Hill Coal Mines, N.S., and Parrsboro', on the Bay of Fundy	32'00	
	Spring Hill and Oxford Branch, from Spring Hill Mines to Oxford Village on the Oxford and New Glasgow Railway	14'00	46'00
Drummond County	Ste. Rosalie, P.Q., to Ball's Wharf, connects with Canadian Pacific Railway at Drummondville		62'81
Elgin, Petitediac and Havelock..	From Elgin, County of Albert, N.B., to Petitediac Junction, with Intercolonial Railway; thence to Havelock, in County of King's		28'00
Erie and Huron.....	Rondeau, Lake Erie, Ont., to Sarnia, passing through Town of Chatham, Ont.; connects with Canada Southern and Great Western Railways.....		75'75
Esquimalt and Nanaimo	Victoria to Wellington		78'00
Fredericton and St. Mary's Railway Bridge Co.....	Connecting the Fredericton Railway, at Fredericton, with the Northern and Western Railway at St. Mary's		1'33
Grand Trunk—Grand Trunk Division (owned).	Main Line—Port Edward to Point Lévis and Island Pond.....	719'50	
	Montreal to Dorval	10'25	
	Sarnia Extension—Port Edward to Great Western... ..	3'00	
	Branch—Montreal to Wharves.....	2'00	
	Three Rivers Branch—Arthabaska to Doucet's Landing	35'25	
	Kingston Branch—Main Line to Kingston	2'25	
	Galt and Waterloo Branch—Waterloo and Berlin to Galt	14'50	
	London Branch—St. Mary's to London	22'00	
	Champlain Branch—St. Lambert to Rouse's Point, Montreal to Lachine, St. Isidore to Province Line..	66'00	
	Jacques Cartier Union—Jacques Cartier to Canadian Pacific Railway Junction	6'50	
	Northern Railway—Main Line—Toronto to Gravenhurst	111'49	
	Branch—Allandale to Collingwood.....	31'76	
	do Collingwood to Meaford.....	20'50	
	do Flos Tramway—Elmsvale to Hillsdale	8'28	
	Carried forward	1,053'28	

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
	Brought forward.....	1,053·28	
Grand Trunk— <i>Continued.</i>			
Grand Trunk Division owned..	Hamilton and North-Western— Main Line—Port Dover, on Lake Erie, to Allandale, on Lake Huron.....	134·07	
	Branch—Beeton to Collingwood.....	39·83	
Great Western Division.....	Main Line—Niagara Falls to Windsor.....	229·50	
	Toronto Branch—Hamilton to Toronto.....	38·50	
	Galt do Harrisburg to Guelph.....	27·18	
	Brant Branch—Harrisburg to Brantford.....	8·00	
	Sarnia do Komoka to Sarnia.....	50·75	
	Petrolia do Wyoming to Petrolia.....	4·75	
	Loop Line—Fort Erie to Glencoe.....	145·50	
	Allanburg Branch—Allanburg to Clifton Junction... ..	8·32	
	Welland—From Port Colborne to Port Dalhousie, Ont	25·00	
Leased and Operated.....	Wellington, Grey and Bruce—Guelph to Southampton and Palmerston to Kincardine.....	168·35	
	London and Port Stanley—London to Port Stanley..	23·66	
	London, Huron and Bruce—Hyde Park to Wingham Junction.....	68·89	
	Brantford, Norfolk and Port Burwell—Brantford to Tilsonburg Junction.....	34·75	
	NOTE.—The Georgian Bay and Lake Erie Railway includes the former Georgian Bay and Wellington, Port Dover and Lake Huron, and Stratford and Huron Railways.		
	Buffalo and Lake Huron—Goderich to Fort Erie....	162·00	
	Georgian Bay and Lake Erie—Port Dover to Wiarton	172·75	
	South Norfolk—Simcoe to Port Rowan.....	17·00	
	Montreal and Champlain Junction—Brosseau to Dun- dee and St. Martin's to Valleyfield.....	81·25	
	Northern and Pacific Junction (from Northern Rail- way at Gravenhurst to Junction with Canadian Pacific Railway at La Vase River, Lake Nipissing)	111·37	
	North Simcoe—Colwell to Penetanguishene....	33·34	
	Cobourg, Blairton and Marmora—Cobourg to Har- wood.....	15·00	
	Blairton to C. P. R.....	8·00	
		18·00	
Leased—Midland Division...	Midland—Port Hope to Peterboro' and Midland on Georgian Bay.....	165·75	
	Toronto and Nipissing (including former Lake Simcoe Junction Railway).....	111·50	
	Grand Junction—From Belleville to North Hastings and Peterboro'.....	85·40	
	Whitby and Haliburton (including former Victoria, and Whitby, Port Perry and Lindsay Railway)....	99·75	
	Madoc Junction to Bridgewater.....	8·50	
	Peterboro' to Chemong Wharf.....	8·22	
		*	3,143·22
Great Eastern.....	From Dundas, County Huntingdon, Que., to Lévis, Que. (under construction, 60 miles).....	220·00	
	Branch from St. Lambert's to Rouse's Point (13 miles track laid).....	36·00	
Leased.....	Montreal and Sorel—From Junction with G.T.R. at St. Lambert to Armstrong, opposite Sorel.	45·00	
			301·00
Great Northern.....	From near St. Andrew's, on Ottawa River, to Quebec; 18 miles constructed from St. Jérôme to Ste. Ju- lienne.....		170·00
Great North-West Central.....	Brandon, <i>via</i> Battleford, to Rocky Mountains.....		50·00

*Including sundry connections, 5·06 miles.

TABLE showing Location of Railways, &c.—*Continued.*

Name of Railway.	Description.	Distance.	
		Miles.	Total.
Hereford	From International Boundary to Dudswell, County Wolfe, connects with Canadian Pacific Railway at Cookshire, and with Quebec Central at Dudswell..	48'04	
	Dudswell to Lime Quarries (Dominion Lime Company)	4'80	52.84
Irondale, Brancroft and Ottawa	From Orillia, Ont., to Ottawa (located from Mackinmont to Brancroft, 50 miles). Will connect with G. T. R. and Northern Railways at Orillia. Also with Kingston and Pembroke and with C. P. R. at Ottawa. 12 miles of track laid.....		225'00
Joggins.....	Maccan Station, I. C. R., to Prospect Mine		13'00
Kent Northern.....	Richibucto, N. B., to Intercolonial Railway		34'00
Kingston and Pembroke	Main Line—Kingston to Pembroke.....	103'00	
	Glendon Branch—Bedford to Zanesville.....	4'00	
	do To Robertsville Mines.....	1'00	
Kingston and Pembroke.....	Glendon Branch—To Doran's Mills, Charcoal Works, McLaren's Mills, Bethune's Mines, Lavant Mills, Clyde Forks Mills and Francis Mills.....	4'00	112'00
	(Connects with Grand Trunk at Kingston, Canadian Pacific at Sharbot Lake and at Renfrew.)		
Kingston, Napanee & Western...	Late Napanee, Tamworth and Quebec :—		
	Napanee to Tamworth	28'50	
	Yarker to Harrowsmith	7'00	
	Tamworth to Tweed	20'95	56'45
L'Assomption.....	L'Epiphanie Station, C. P. R., to L'Assomption.....		3'00
Lake Erie, Essex and Detroit River.....	From Walkerton, Ont., on G. T. R., to Leamington, on Canada Southern Railway.		42'00
Lake Temiscamingue Colonization Railway	Mattawa to head of Lake Kippewa.		15'50
Lower Laurentian (formerly St Lawrence, Lower Laurentian and Saguenay).....	From St. Tite, on C. P. R., to Rivière à Pierre, on Quebec and Lake St. John Railway (39 miles of track laid).....		42'75
Manitoba and North-Western...	Portage la Prairie to Yorkton	223'05	
	Shell River Branch	11'45	
	Leased—Saskatchewan and Western—Minnedosa to Rapid City	15'47	249'97
Massawippi Valley	From Lennoxville to Vermont boundary, there connecting with Connecticut and Passumpsic Rivers Railway; also connects with Grand Trunk and C. P. R. at Lennoxville	32'00	
	Branch—Stanstead Junction to Stanstead.....	2'00	34'00
Montreal and Lake Makinongé..	From St. Félix to St. Gabriel de Brandon.....		12'75
Montreal and Vermont Junction.	From Junction with Stanstead, Shefford and Chambly Railway, 2½ miles east of St. John, P.Q., to Junction with Vermont and Canada Railway, at Vermont boundary; also connects at Stanbridge with Lake Champlain and St. Lawrence Junction Railway....		23'60
Montreal and Western.....	From St. Jérôme, on C. P. R., to Ste. Agathe (18 miles constructed).....		30'00
Montreal and Ottawa.....	Vaudreuil Junction, G. T. R., to Rigaud		16'50

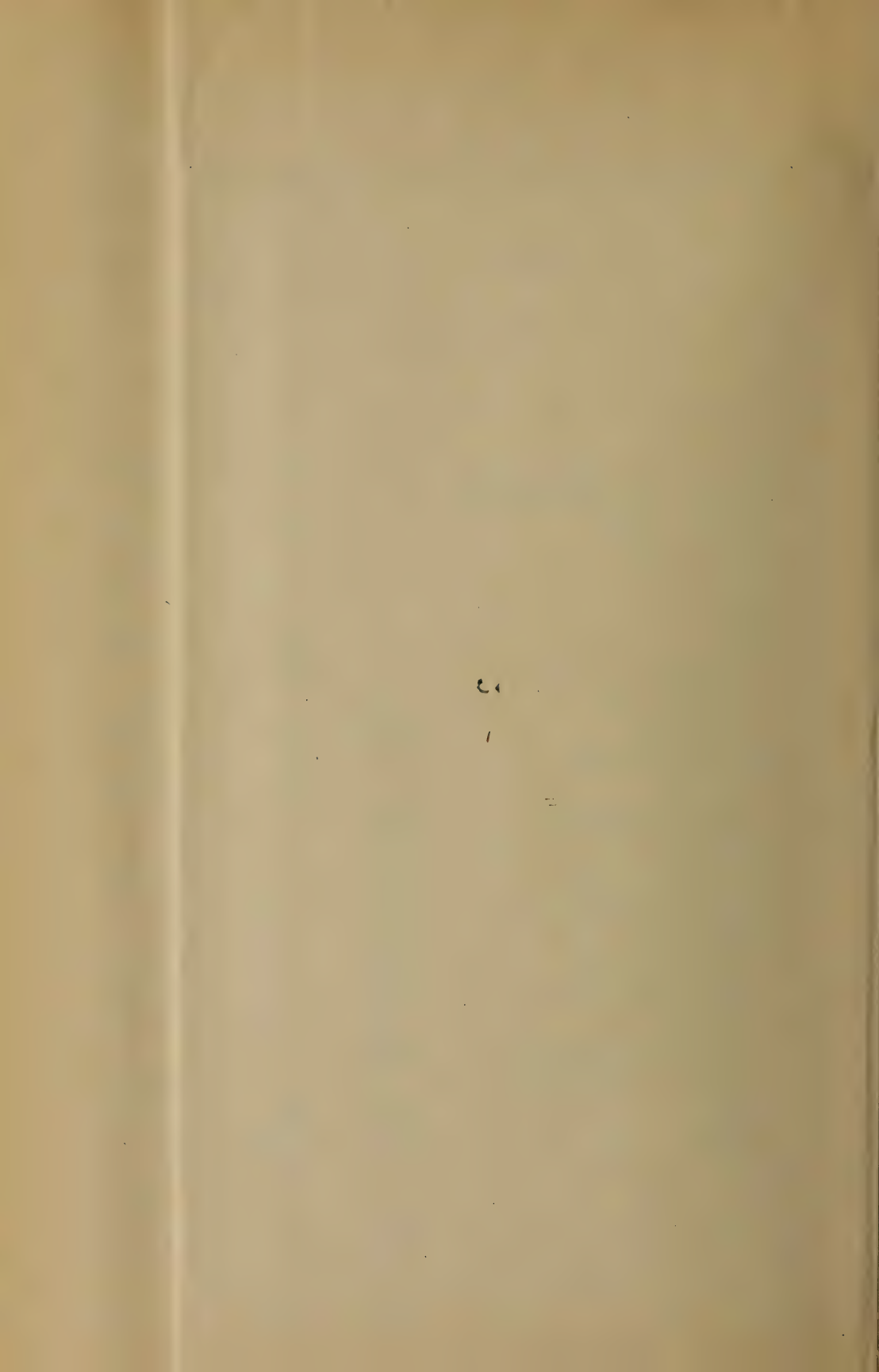
TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
New Brunswick and Prince Edward Island	From Sackville Station, Intercolonial Railway to Cape Tormentine		36·00
Northern Pacific and Manitoba ..	Winnipeg to International boundary	65·30	
	Portage Junction to Portage la Prairie	52·50	
	Morris to Brandon	145·50	263·30
Nosbonsing and Nipissing	From Nosbonsing, on Canadian Pacific Railway, to Lake Nipissing		5·50
Nova Scotia Central	From Middleton, on the Windsor and Annapolis Railway, to town of Lunenburg, on the Atlantic coast, N.S.		74·00
Orford Mountain	Eastman to Kingsbury, P.Q. (10 miles under construction)		31·00
Ottawa and Gatineau Valley	Canadian Pacific Railway Station at Hull, Que., to Wakefield		20·00
Pontiac and Renfrew	From Wyman's Station, on Pontiac Pacific Junction Railway, to Bristol Mines, County Pontiac, Que.		4·25
Pontiac and Pacific Junction	From Junction with Canadian Pacific Railway at Aylmer, Que., to Pembroke, Ont.		85·00
Port Arthur, Duluth & Western ..	Port Arthur to International Boundary .. (Connects with C.P.R. at Port Arthur and Fort William; 60 miles track laid.)		84·66
Qu'Appelle, Long Lake and Saskatchewan	From Canadian Pacific Railway at Regina, north-westerly to Prince Albert.		247·19
Quebec and Lake St. John.	Quebec to Roberval	191·00	
	Chambord Junction to Chicoutimi and St. Alphonse.	5·00	
	Lorette Junction to C.P.R. Junction	8·00	204·00
	Junction with North Shore Railway 4 miles from Quebec to Roberval. Lake St. John, 191 miles completed.		
	Branches not built— St. Gabriel to Rivière aux Pins	10·00	
	Rivière à Pierre to La Tuque	45·00	
Quebec Central	Chambord to Chicoutimi	70·00	153·50
	Main Line—Sherbrooke to Harlaka Junction, Intercolonial Railway, 5 miles from Lévis, Que.	137·50	
	Chaudière Branch—Beauce Junction to St. Francis.	15·00	
	Angus Branch—East Angus to Angus Mills	1·00	25·00
Quebec, Montmorenci and Charlevoix	(Connects with Grand Trunk, Passumpsic and C.P.R. at Sherbrooke.)		
	Hedleyville, Parish of St. Roch, Quebec, to Ste. Anne ..		21·00
Stanstead, Shefford and Chambly.	From Junction with Montreal and Vermont Junction Railway, near St. John, Que., easterly to Waterloo. (Connects with South-Eastern, and Chapleau and St. Lawrence Junction Railways.)		43·00
Shuswap and Okanagon	Sicamous, C.P.R., to near Lake Okanagon		51·00
Shore Line (formerly Grand Southern)	St. John to St. Stephen, N.B.		82·50
Stewiacke Valley and Lansdowne.	Graham's Siding, Intercolonial Railway, to Upper Stewiacke, thence to Lansdowne (12 miles under construction)		37·00

TABLE showing Locations of Railways, &c.—Continued.

Name of Railway.	Description.	Distance.	
		Miles.	Total.
South-Eastern.....	Main Line—West Farnham to Boundary Line.....	44'00	
	Northern Division—Sutton Junction to Sorel.....	96'00	
	Branch—Drummondville to L'Avenir.....	12'00	
	Leased Lines—		
	Montreal, Portland and Boston—Longueuil and St.		
	Lambert to Farnham.....	36'00	
	Branch—Marieville to St. Césaire.....	9'00	
	Lake Champlain and St. Lawrence Junction—Stan-		
	bridge to St. Guillaume.....	63'00	
	(Connects with Connecticut and Passumpsic Railway,		260'00
	Grand Trunk and Stanstead, Shefford and Chambly.)		
St. Catharines and Niagara Cen-	St. Catharines, Ont., to Niagara Falls.....		12'35
tral			
St. John Bridge and Railway	Lies within the limits of the City of Portland, N.B.,		
Extension.....	and connects the Intercolonial and New Brunswick		
	Railways.....		1'75
St. John Valley and Rivière du	From Fredericton, N.B., to Woodstock, N.B. (7 miles		
Loup.....	under construction).....		65'00
Salisbury and Harvey.....	Late Albert Railway—		
	Salisbury to Albert.....	45'00	
	Branches to Mills.....	2'00	
	Hillsboro' to Gray's Island.....	1'00	
	Albert to Prescott.....	1'00	
	Harvey to Albert.....	3'00	
	Stony Creek to Manganese Mine.....	1'25	
			53'25
St. Clair Tunnel Co.....	From point on G.T.R. in Town of Sarnia to point on		
	Chicago and G. T. Junction in Port Huron, U.S.A.		2'23
Thousand Islands.....	Gananoque to Gananoque Station, G.T.R.....		4'08
Témiscouata.....	Rivière du Loup, Que., on Intercolonial, to Edmunds-		
	ton, N.B., on the New Brunswick Railway.....		81'00
Tobique Valley.....	From Perth Centre on C.P.R. to Red Rapids (6 miles		
	of track laid.).....		14'00
Waterloo Junction.....	Waterloo to Elmira (under construction).....		10'25
Western Counties.....	Yarmouth to Annapolis, N.S.....		87'00
Windsor and Annapolis.....	Windsor to Annapolis, N.S.....	84'00	
Leased Line.....	Windsor Branch—Windsor to Windsor Junction,		
	Intercolonial Railway, 14 miles from Halifax.....	32'00	
			116'00
Wood Mountain and Qu'Appelle.	From Canadian Pacific Railway, near Qu'Appelle		
	Station, to Fort Qu'Appelle, thence north-westerly		
	(17 miles under construction).....		110'00
Winnipeg and Hudson Bay.....	Winnipeg to Port Nelson on Hudson Bay.....		650'00
	(Constructed 40 miles, Winnipeg to St. Laurent on		
	Lake Manitoba.)		

No. 1.--Summary Statement of Capital for the Year ended 30th June, 1891.



SUMMARY STATEMENTS

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.	
		Completed (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
							Lbs.	Lbs.
1	Alberta Railway and Coal Co.....	174 12			174 12	12 31		28, 30, 35
2	Albert Southern.....	17 00	1 00		17 00	38		56
3	Baie des Chaleurs.....	60 00			60 00	6 00		56
4	Bay of Quinté Ry. and Navigation Co..	3 50			3 50	3 00		50
5	Brantford, Waterloo and Lake Erie.....	17 00			17 00	66		56
6	Brockville, Westport & Sault Ste. Marie	45 00			45 00	1 80		56
7	Buctouche and Moncton.....	32 00			32 00	3 25		56
8	Calgary and Edmonton.....	156 30			156 30	4 30		56
9	Canada Atlantic.....	138 00			138 00	40 00		56
10	Canada Eastern.....	127 00			127 00	6 00		56½ & 60
11	Canada Southern.....	378 91		32 12	346 79	139 47	60	80, 65 & 60
12	Canadian Government Railways—							
	Intercolonial.....	1142 00			1142 00	140 25		56, 57½ & 67
	Prince Edward Island.....	210 60		136 91	73 69	15 71	40	50 & 5
13	Canadian Pacific.....	3,415 30						
	Atlantic and North-West... 336 10							
	Manitoba South-Western							
	Colonization..... 217 80							
	North Shore..... 206 10							
	St. Lawrence and Ottawa... 56 50							
	Toronto, Grey and Bruce... 188 70							
	Ontario and Quebec..... 451 50	5536 90		74 50	5462 40	484 60		52 to 72
	Crédit Valley..... 175 20							
	West Ontario Pacific... 26 60							
	Guelph Junction..... 15 00							
	New Brunswick..... 416 40							
	Columbia and Kootenay... 28 50							
	Toronto Junction to Strachan							
	Avenue..... 3 20							
14	Caraquet.....	68 00			68 00	3 25		50
15	Carillon and Grenville.....	13 00		13 00		0 25	65	
16	Central Ontario.....	104 00			104 00	11 00		42 & 56
17	Central of New Brunswick.....	74 66			74 66	2 50		52 & 56
18	Cornwallis Valley.....	14 00			14 00	1 00		56
19	Cumberland Railway and Coal Co.....	46 00			46 00			56 & 67
20	Drummond County.....	62 81		50	62 31	3 20		56 & 60
21	Elgin, Petitcodiac and Havelock.....	28 00			28 00	2 00	44	52 & 56
22	Erie and Huron.....	75 75		1 75	74 00	4 87		54 & 56
23	Esquimalt and Nanaimo.....	78 00			78 00	2 03		50 & 54
24	Fredericton and St. Mary's Railway							
	Bridge Co.....	1 33			1 33			60
25	Grand Trunk.....	879 59						
	Buffalo and Lake Huron... 162 00							
	Grand Trunk, Georgian Bay							
	and Lake Erie..... 172 75							
	Montreal & Champlain Junc. 81 25							
	Great-Western..... 540 72							
	London and Port Stanley... 23 84							
	Wellington, Grey and Bruce 168 09							
	London, Huron and Bruce.. 68 89							
	Brantford, Norfolk and Port							
	Burwell..... 34 73							
	Midland..... 173 97							
	Carried forward.....	8603 88	1 00	258 78	8345 10	887 83		

Roads. &c., Year ended 30th June, 1891.

Number of Ties to Mile.	Nature of Rail Fastenings.	No. of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above Rail Level.	Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of Sharpest Curve.	No. of Feet per Mile of heaviest Gradient.	Gauge of Railway.	Number.
		Guarded.	Not Guarded.										
2112 & 2640	Fishplates.....		10				1	2		573	52 80	3 0	1
2640	do.....		11					2		955	120 4 8 ¹ ₂		2
2600	do.....				1	23		1		717	67 4 8 ¹ ₂		3
3000	do.....		11					1		400	90 4 8 ¹ ₂		4
2700	do.....		18		1	20		2		955	39 6 4 8 ¹ ₂		5
2640	Fisher Bridge Joint.....							2		717	58 4 8 ¹ ₂		6
2640	Fishplates.....		18				1	1		955	73 4 8 ¹ ₂		7
2600	do.....		20							1146	53 4 8 ¹ ₂		8
3000	do.....	6			3	22	6	4		2865	40 4 8 ¹ ₂		9
2640	Fish and angle plate.....	1	30				1	4	1	955	80 4 8 ¹ ₂		10
2800	Joint splice.....	3	375	16		19	17	16	6	913	75 4 8 ¹ ₂		11
2640-2112	Fish and angle plates.....	1	9	429	29	18½ to 35	6	24	20	694	65 4 8 ¹ ₂		12
2640	do do.....			956	2	17½				396	90 3 6		
2640-3168	Fishplates and angle bars.....	6	25	2562	75	20 to 22 10	46	71	42	500	*237 6	4 8 ¹ ₂	13
2600	Fishplates.....							1		1000	60 4 8 ¹ ₂		14
1760	Chairs.....	1	8		1	17				1910	100 5 6		15
2640	Fishplates and bolts.....		94				4	4		955	105 4 8 ¹ ₂		16
2640	do.....		40					2		955	74 4 8 ¹ ₂		17
2600	do and screw bolts.....		21					1		955	74 80 4 8 ¹ ₂		18
2600	do do.....		13					1		820	160 4 8 ¹ ₂		19
2640	Angle and plain fishplates.....		37				1	2	1	717	80 4 8 ¹ ₂		20
2200	Fishplates.....		22				1	1		717	90 4 8 ¹ ₂		21
2240 & 2316	do.....		108				4	5		661	52 4 8 ¹ ₂		22
2992	Angle fishplates and bolts.....		15		2	23				573	80 4 8 ¹ ₂		23
2564	do do.....							3			50 4 8 ¹ ₂		24
		7	45	4798	130		88	150	70				

* Temporary.

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
							Lbs.	Lbs.
	Brought forward	8603·88	1·00	258·78	8345·10	887·83		
	Toronto and Nipissing..... 111·50 }	3143·22		186·00	2957·22	595·00		56 to 79
	Grand Junction 85·40							
	Whitby, Port Perry and Lindsay 46·50							
	Victoria 53·25							
	Northern 205·37							
	Northern and Pacific Junc.. 111·37							
	Hamilton & North-Western 173·90							
	South Norfolk 17·00							
	Cobourg, Blairton and Mar- mora 18·00							
	Madoc Junction to Bridge- water 8·60							
	Jacques Cartier Union . . . 6·50							
26	Great Eastern 13·00	58·00			58·00			56
	Montreal and Sorel 45·00 }							
27	Great Northern 25·00				25·00			56
28	Great North-West Central . . 50·00				50·00			56
29	Hereford 52·84				52·84	4·27		56
30	Irondale, Bancroft and Ottawa . 12·00	8·00			12·00	25		56
31	Joggins 13·00				13·00	1·00		56
32	Kent Northern 34·00			3·50	30·50	3·00	67	57
33	Kingston and Pembroke . . . 112·75			9·75	103·00	21·00	50 to 84	56
34	Kingston, Napanee and Western . 56·45				56·45	4·00		56
35	L'Assomption 3·00				3·00	25		56
36	Lake Erie, Essex and Detroit River . 42·00				42·00			56
37	Lake Temiscaming Colonization . . 15·50	50·00			15·50			16 & 30
38	Lower Laurentian 39·00				39·00	2·00		56
39	Manitoba and North-Western 234·50 }	249·97			249·97	22·01		56
	Saskatchewan and Western . 15·47 }							
40	Massawippi Valley 34·00				34·00			50
41	Montreal and Lake Maskinongé . . 13·00				13·00	50		56
42	Montreal and Ottawa 16·50				16·50	38		56
43	Montreal and Vermont Junction . . 23·60				23·60	2·00		60 & 72
44	Montreal and Western 18·00	35·00			18·00	50		56
45	New Brunswick and P. E. Island . . 36·00				36·00	1·50		56
46	Northern Pacific and Manitoba . . 263·30				263·30	15·40		56
47	Nosbonsing and Nipissing 5·50				5·50	1·25		56
48	Nova Scotia Central 74·00				74·00	2·50		56
49	Orford Mountain 10·00							
50	Ottawa and Gatineau Valley . . . 20·00				20·00	50		56
51	Parry Sound Colonization 10·00				10·00	33		56
52	Pontiac and Renfrew 4·25				4·25	66		56
53	Pontiac Pacific Junction 71·00	14·00			71·00	2·00		56
54	Port Arthur, Duluth and Western . . 60·00	24·66			60·00	3·00		56
55	Qu'Appelle, Long Lake & Saskatchewan 247·19				247·19	6·50		56
56	Quebec and Lake St. John 204·00				204·00	12·00		56 & 60
57	Quebec Central 153·50				153·50	9·25		56
58	Quebec, Montmorency and Charlevoix . 21·00				21·00	1·50		56
59	Salisbury and Harvey 53·25			42·75	10·50	5·25		56
60	Shore Line 82·50				82·50	2·50		50
	Carried forward	13921·20	142·66	500·78	13420·42	1608·13		

Roads, &c., Year ended 30th June, 1891—*Continued.*

Number of Ties to Mile.	Nature of Rail Fastenings.	No. of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above Rail Level.	Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of Sharpest Curve.	No. of Feet per Mile of heaviest Gradient.	Gauge of Railway.	Number.	
		Guarded.	Not Guarded.											
		7	45	4798	130	Feet.	88	150	70					
2640	Fish and angle plates.....	12	77	2643	232	15·6 to 28·4	63	62	83	1100	105·60	4·8½	25	
2640	Fishplates.....			6			1	3		2282	26	4·8½	26	
2640	do							2		1237	52·80	4·8½	27	
2650	do							1		966	68½	4·8½	28	
2640	do 4 bolts			28			2	2		955	66	4·8½	29	
2640	do			3				1		1000	60	4·8½	30	
3000	do			4			1	1		955	79	4·8½	31	
2432	do and bolts			5			1	1		1000		4·8½	32	
2640	Plain and angular fishplates			55	4	16 & 21½	4	4	13	955	79	4·8½	33	
3000	Angle iron fishplates.....			36				3		882	88	4·8½	34	
	Fishplates			1				1		955	20	4·8½	35	
	Angle bar	1	43	1		19·6	4	3		1433	60	4·8½	36	
												3·0	37	
2640	Fishplates.....			25				2	1	917	105·60	4·8½	38	
2700	do and angle bars.....	10		180				2	2	955·4	105·60	4·8½	39	
2800	do	1	19	1		19	1	2	1	442	76	4·8½	40	
2640	do			9				1		955	52	4·8½	41	
2640	24-in. angle bars.....			8			1	1		1146	39·60	4·8½	42	
2640	Fishplates and bolts			51	1	17·5		2			52	4·8½	43	
2640	do			19				1		574	106	4·8½	44	
2400	do			26				1		1000	66	4·8½	45	
2640	do and angle bars	12		175			4	1	2	573	63	4·8½	46	
2600	do			1			1			966	132	4·8½	47	
2640	Angle bars.....			23	1	21		1		819	80	4·8½	48	
													49	
2640	Fishplates							1		573	108	4·8½	50	
2600	do			3				1		955	53	4·8½	51	
2640	do and bolts							1		717	2	4·8½	52	
2640	Angle fishplates							1		1433	52·80	4·8½	53	
2640	Fishplates	2					2	1		955	66	4·8½	54	
2600	Angle bars and bolts			17				1		1146	65	4·8½	55	
2640	Fishplates.....	1	2	26	3			2	2	955	105	4·8½	56	
2640	do			26			2	5	1	630	76	4·8½	57	
2640	do	1	5	1		22		1		1433	52	80	4·8½	58
2600	do			23				2	3		80	4·8½	59	
2992	do			15	5	23	3	3		573	85	4·8½	60	
		42	129	8273	379		178	267	178					

No. 2.—SUMMARY STATEMENT of Characteristics of

Number.	Name of Railway.	Length of Line.				Length of Sidings.	Weight per Yard.	
		Completed. (Rails laid.)	Under Construc- tion.	Iron Rails.	Steel Rails.		Iron Rails.	Steel Rails.
							Lbs.	Lbs.
	Brought forward	13921 20	142' 66	500' 78	13420' 24	1608' 13		
61	Shuswap and Okanagan.....	51' 00			51' 00			56
62	Stanstead, Shefford and Chambly	43' 00		29' 00	14' 00	5' 50	60	60
63	St. Catharines and Niagara Central....	12' 35			12' 35	65		56
64	St. Clair Tunnel Co.....	2' 23			2' 23			100
65	*St. John Bridge and Ry. Extension....	1' 75			1' 75			60
66	St. John Valley and Rivière du Loup....		6' 00					
67	South Eastern.....	152' 00						
	Montreal, Portland & Boston 45' 00	260' 00		75' 00	185' 00	36' 00	56	60
	Lake Champlain and St. Lawrence Junction. 63' 00							
68	Stewiacke Valley and Lansdowne.....		10' 00					
69	Temiscouata	81' 00	32' 00		81' 00	4' 00		56
70	Thousand Islands.....	4' 08			4' 08	1' 00		56
71	Tobique Valley	14' 00			14' 00			
72	Waterloo Junction		10' 25					65
73	Western Counties.....	87' 00		61' 00	26' 00	4' 00	56	56
74	Windsor and Annapolis.....	84' 00						
	Windsor Junction..... 32' 00	116' 00		98' 25	17' 75	4' 50	50 & 67	56 & 60
75	Winnipeg and Hudson Bay.....	40' 00			40' 00	2' 00		
76	Woo dMountain and Qu'Appelle.....		17' 00					
		14633' 61	217' 91	764' 03	13869' 58	1665' 78		

* Operated by C.P.R.

Roads, &c., Year ended 30th June, 1891—*Concluded.*

Number of Ties to Mile.	Nature of Rail Fastenings.	No. of Grain Elevators.		No. of Level crossings	No. of Overhead Bridges.	Height of Overhead Bridges above Rail Level.	Level Crossings of other Railways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of Sharpest Curve.	No. of Feet per Mile of heaviest Gradient.	Gauge of Railway.	Number.
		Guarded.	Not Guarded.										
						Feet.							
		42	129	8273	379		178	267	178				
2640	Fishplates			15				1			57	4' 8 $\frac{1}{2}$	61
2400	do and wrought iron chairs ..			42			3	4			60	4' 8 $\frac{1}{2}$	62
2500	do			17	2	22	1	1		717	79	4' 8 $\frac{1}{2}$	63
												4' 8 $\frac{1}{2}$	64
		1	3						2			4' 8 $\frac{1}{2}$	65
													66
2640	Fishplates and angle bars.....	1	221	2		19' 2	10	15	6	819	86	4' 8 $\frac{1}{2}$	67
													68
2640	Fishplates			27			1	2	1	955	79	4' 8 $\frac{1}{2}$	69
3000	Angle bars			8				1		660	84' 4	4' 8 $\frac{1}{2}$	70
				12				1		717		4' 8 $\frac{1}{2}$	71
2640	Angle bars			15						2292	52	4' 8 $\frac{1}{2}$	72
2600	Fishplates and angle bars.....									600	84	4' 8 $\frac{1}{2}$	73
2640	do			69	1	32		4		696	75' 50	4' 8 $\frac{1}{2}$	74
				6				1					75
													76
		42	131	8708	384		193	297	187				

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleeping Cars.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.
1	Alberta Railway and Coal Co.	174 12		18					
2	Albert Southern	17 00	1 00	2					
3	Baie des Chaleurs	60 00		3					
4	Bay of Quinté Railway and Navigation Co.	3 50		1					
5	Brantford, Waterloo and Lake Erie	17 00		2					
6	Brockville, Westport and Sault Ste. Marie	45 00		2					
7	Buctouche and Moncton	32 00		2					
8	Calgary and Edmonton	156 30							
9	Canada Atlantic	138 00		11	15				
10	Canada Eastern	127 00		8					
11	Canada Southern	378 91		115					
12	Canadian Government Railways—								
	Intercolonial	1,142 00		206		20		in	
	Prince Edward Island	210 60		21				former	
13	Canadian Pacific	3,412 30							
	Atlantic and North-West	336 10							
	Manitoba South-Western Colonization	217 80							
	North Shore	206 10							
	St. Lawrence and Ottawa	56 50							
	Toronto, Grey and Bruce	188 70							
	Ontario and Quebec	451 50		5,536 90	*17	87	*17	in fore-	
	Credit Valley	175 20						going.	
	West Ontario Pacific	26 60							
	Guelph Junction	15 00							
	New Brunswick	416 40							
	Columbia and Kootenay	28 50							
	Toronto Junction to Strachan Avenue	3 20							
14	Caraguet	68 00		3					
15	Carillon and Grenville	13 00		3					
16	Central Ontario	104 00		10					
17	Central of New Brunswick	74 66		1	2				
18	Cornwallis Valley	14 00		1					
19	Cumberland Railway and Coal Co.	46 00		10					
20	Drummond County	62 81		4					
21	Elgin, Petibcodiac and Havelock	28 00		2					
22	Erie and Huron	75 75		2	6				
23	Esquimalt and Nanaimo	78 00		5		1			
24	Fredericton and St. Mary's Railway Bridge Co.	1 33							
25	Grand Trunk	879 59							
	Buffalo and Lake Huron	162 00							
	G. T., Georgian Bay and Lake Erie	172 75							
	Montreal and Champlain Junction	81 25							
	Great Western	540 72							
	London and Port Stanley	23 84							
	Wellington, Grey and Bruce	168 09							
	London, Huron and Bruce	68 89							
	Brantford, Norfolk and Port Burwell	34 73							
	Midland	173 97							
	Toronto and Nipissing	111 50		3,143 22		11			
	Grand Junction	85 40							
	Whitby, Port Perry and Lindsay	46 50							
	Victoria	53 25							
	Northern	205 37							
	Northern and Pacific Junction	111 37							
	Hamilton and Northwestern	173 90							
	South Norfolk	17 00							
	Cobourg, Blairton and Marmora	18 00							
	Madoc Junction to Bridgewater	8 60							
	Jacques Cartier Union	6 50							
	Carried forward	11747 10	1 00	1638	40	119	17		

Rolling Stock for the Year ended 30th June, 1891.

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.		Number of Hopper and Dumping Cars.		Number.	Remarks.
Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.	Owned.	Hired.		
4		3				26		4		310		1	
1		1		1		5		8				2	
1								30				3	
	1			1		2		5		24		4	
1		1		1		20		10	14			5	
1		1				1		20				6	
												7	
3	3	3		1	4	510	1360	397		6		8	
4		2		2		12		78	4			9	
34		23		30		2027		293		48	122	10	
												11	
87		101		63		2174		2123		2209		12	
17		15		4		178		*125					*Including coal cars.
162	*5	145	*11	141	*16	9387	1671	3065	91	475		13	*Special trust.
1		1		2		4		16				14	
2		3		1		3		3				15	
2		3		3		34		90				16	
1	2					6	22					17	
1		1				8		12				18	
3				3		3		40		240		19	
1		2		1		9		20				20	
2		1		1		1		9				21	
8				3		29		12				22	
8		3				12		55		20		23	
												24	
380		225		214		15,529		6,098				25	
724	11	534	11	472	20	29980	3053	12518	109	3332	122		

No. 3.—SUMMARY STATEMENT of the different descriptions of

Number.	Name of Railway.	Length of Line.		Number of Engines.		Number of Sleepers.		Number of Palace or Drawing Room Cars.	
		Completed.	Under Construction.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.
	Brought forward.....	11747·10	1·00	1638	40	119	17		
26	Great Eastern..... 13·00 }	58·00			3				
	Montreal and Sorel..... 45·00 }				1				
27	Great Northern.....	25·00							
28	Great North-West Central.....	50·00							
29	Hereford.....	52·84							
30	Irondale, Bancroft and Ottawa.....	12·00	8·00	1					
31	Joggins.....	13·00		2					
32	Kent Northern.....	34·00		2	1				
33	Kingston and Pembroke.....	112·75		10					
34	Kingston, Napanee and Western.....	56·45		5					
35	L'Assomption.....	3·00		1					
36	Lake Erie, Essex and Detroit River.....	42·00		4					
37	Lake Témiscamingue Colonization.....	15·50	50·00	2					
38	Lower Laurentian.....	39·00		2	1				
39	Manitoba and North-Western..... 234·50 }	249·97		5	2				
	Saskatchewan and Western..... 15·47 }								
40	Massawippi Valley.....	34·00							
41	Montreal and Lake Maskinongé.....	13·00							
42	Montreal and Ottawa.....	16·50		1					
43	Montreal and Vermont Junction.....	23·60							
44	Montreal and Western.....	18·00	35·00						
45	New Brunswick and Prince Edward Island.....	36·00		3					
46	Northern Pacific and Manitoba.....	263·30		9					
47	Nosbonsing and Nipissing.....	5·50		1					
48	Nova Scotia Central.....	74·00		5					
49	Orford Mountain.....		10·00						
50	Ottawa and Gatineau Valley.....	20·00							
51	Parry Sound Colonization.....	10·00		1					
52	Pontiac and Renfrew.....	4·25		1					
53	Pontiac Pacific Junction.....	71·00	14·00	4					
54	Port Arthur, Duluth and Western.....	60·00	24·66	2					
55	Qu'Appelle, Long Lake and Saskatchewan.....	247·19							
56	Quebec and Lake St. John.....	204·00		14		3		in fore-	
57	Quebec Central.....	153·50		13				going.	
58	Quebec, Montmorenci and Charlevoix.....	21·00		2					
59	Salisbury and Harvey.....	53·25		2					
60	Shore Line.....	82·50		5					
61	Shuswap and Okanagan.....	51·00			2				
62	Stanstead, Shefford and Chambly.....	43·00		6					
63	St. Catharines and Niagara Central.....	12·35		2					
64	St. Clair Tunnel Co.....	2·23		4					
65	St. John Bridge and Railway Extension Co.....	1·75							
66	St. John Valley and Rivière du Loup.....		6·00						
67	South-Eastern..... 152·00 }	260·00		30		2			
	Montreal, Portland and Boston..... 45·00 }								
	Lake Champlain and St. Lawrence Jn..... 63·00 }								
68	Stewiacke Valley and Lansdowne.....		10·00						
69	Témiscouata.....	81·00	32·00	5					
70	Thousand Islands.....	4·08		1					
71	Tobique Valley.....	14·00							
72	Waterloo Junction.....		10·25						
73	Western Counties.....	87·00		5					
74	Windsor and Annapolis..... 84·00 }	116·00		12				1	
	Windsor Junction..... 32·00 }								
75	Winnipeg and Hudson Bay.....	40·00							
76	Wood Mountain and Qu'Appelle.....		17·00						
		14,633·61	217·91	1,800	50	124	17	1	

Rolling Stock for the Year ended 30th June, 1891—*Concluded.*

Number of First Class Cars.		Number of Second Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cat-tle and Box Freight Cars.		Number of Plat-form Cars.		Number of Hop-per and Dump-ing Cars.		Number.	Remarks.
Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.		
724	11	534	11	472	20	20980	3053	12518	109	3332	122	..	
...	2	...	2	...	...	...	1	...	6	...	...	26	
...	1	...	...	...	1	...	...	...	...	...	...	27	
...	28	
...	29	Operated by Maine Central.
...	...	1	...	...	...	...	...	2	...	...	...	30	
1	...	1	...	...	...	1	...	6	...	...	...	31	
1	2	...	1	...	4	...	...	...	32	
5	...	5	...	5	...	22	...	164	...	...	...	33	
9	16	...	77	...	...	...	34	
1	35	
7	...	2	...	2	...	10	...	85	...	10	...	36	
...	...	2	...	...	...	1	...	17	...	...	...	37	
1	...	1	1	...	...	...	...	30	10	...	...	38	
3	2	3	...	4	...	113	50	62	...	...	...	39	
...	40	Furnished by lessees (Passumpsic Ry. Co.)
...	41	Operated by rolling stock of C.P.R.
1	1	1	...	10	...	...	...	...	...	42	
...	43	Furnished by lessees (Central Vermont Ry. Co.)
1	2	...	33	...	...	...	44	
4	...	5	...	3	...	138	150	180	...	...	...	45	
...	35	...	...	...	46	
5	...	1	...	2	...	13	...	49	...	...	...	47	
...	48	
...	49	
...	23	...	...	...	50	
...	51	
1	...	1	...	1	...	5	...	33	...	...	...	52	
...	2	...	45	...	...	...	53	
...	54	
6	...	9	...	9	...	57	...	193	...	...	...	55	
7	...	11	...	10	...	151	...	191	...	...	...	56	
2	...	14	...	...	...	5	...	24	...	...	...	57	
3	1	...	9	...	20	...	...	...	58	
5	3	...	7	...	61	...	...	...	59	
...	64	...	...	60	
4	2	...	...	...	...	...	...	...	61	
2	2	...	...	...	62	
...	25	...	63	
...	64	
...	65	Operated by C.P.R.
...	66	
9	15	8	...	6	4	61	371	248	100	50	...	67	
...	68	
3	...	4	...	2	...	40	...	54	...	...	...	69	
1	1	...	...	...	70	
...	71	
...	72	
4	...	2	...	2	...	16	...	61	...	...	...	73	
8	...	5	...	8	...	80	...	107	...	20	...	74	
...	75	
...	76	
818	31	609	15	535	25	30,740	3625	14,325	289	3437	122		

No. 4.—SUMMARY STATEMENT of the Operations of the

Number.	Name of Railway.	Mileage.	Train Mileage.		
			Passenger Trains.	Freight Trains.	Mixed Trains.
1	Alberta Railway and Coal Co.	174 12		211,409	72,856
2	Bay of Quinté and Navigation Co.	3 50	4,382	2,191	15,337
3	Brantford, Waterloo and Lake Erie.	17 00			23,656
4	Buctouche and Moncton.	32 00			20,700
5	Canada Atlantic.	138 00	193,770	235,046	
6	Canada Eastern.	127 00	73,242	96,361	in forego'g
7	Canada Southern.	378 91	1,174,330	1,915,062	164,878
8	Canadian Government Railways—				
	Intercolonial.	1,142 00	1,261,471	3,766,320	in forego'g
	Prince Edward Island.	210 60	92,261	173,405	do
9	Canadian Pacific.	3,415 30			
	Atlantic and Northwest.	336 10			
	Manitoba Southwestern Colonization.	217 80			
	North Shore.	206 10			
	St. Lawrence and Ottawa.	56 50			
	Toronto, Grey and Bruce.	188 70			
	Ontario and Quebec.	451 50	5,536 90	5,209,356	7,515,135
	Credit Valley.	175 20			1,029,523
	West Ontario Pacific.	26 60			
	Guelph Junction.	15 00			
	New Brunswick.	416 40			
	Columbia and Kootenay.	28 50			
	Toronto Junction to Strachan Ave.	3 20			
10	Caraquet.	68 00			28,560
11	Carillon and Grenville.	13 00	7,950	450	
12	Central Ontario.	104 00	20,000	24,000	66,000
13	Central of New Brunswick.	74 66			50,100
14	Cornwallis Valley.	14 00		1,056	9,744
15	Cumberland Railway and Coal Co.	46 00			
16	Drummond County.	62 81	20,625	870	31,175
17	Elgin, Petitediac and Havelock.	28 00			16,794
18	Erie and Huron.	75 75	45,246	39,886	45,147
19	Esquimalt and Nanaimo.	78 00	92,093	64,078	in forego'g
20	Fredericton and St. Mary's Railway Bridge Co.	1 33			
21	Grand Trunk.	879 59			
	Buffalo and Lake Huron.	162 00			
	Grand Trunk, Georgian Bay and Lake Erie.	172 75			
	Montreal and Champlain Junction.	81 25			
	Great Western.	540 72			
	London and Port Stanley.	23 84			
	Wellington, Grey and Bruce.	168 09			
	London, Huron and Bruce.	68 89			
	Brantford, Norfolk and Port Burwell.	34 73			
	Midland.	173 97			
	Toronto and Nipissing.	111 50	3,143 22	5,495,194	8,790,668
	Grand Junction.	85 40			2,196,345
	Whitby, Port Perry and Lindsay.	46 50			
	Victoria.	53 25			
	Northern.	205 37			
	Northern and Pacific Junction.	111 37			
	Hamilton and North-Western.	173 90			
	South Norfolk.	17 00			
	Coburg, Blairton and Marmora.	18 00			
	Madoc Junction to Bridgewater.	8 60			
	Jacques Cartier Union.	6 50			
22	Great Eastern.	13 00	58 00	22,680	9,000
	Montreal and Sorel.	45 00			in forego'g
23	Great Northern.	25 00			5,008
24	Hereford.	52 84	44,928	33,696	in forego'g
	Carried forward.	11,604 64	13,757,528	22,878,633	3,775,823

Year and Mileage, for the Year ended 30th June, 1891.

Total Train Mileage.	Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average rate of Speed of Passen- ger Trains, Miles per Hour.	Average rate of Speed of Freight Trains, Miles per Hour.	Number.	Remarks.
284,265	404,582	2,476	184,754	.....	14	1	
21,910	21,910	9,970	96,120	12	12	2	
23,656	24,156	25,000	5,250	20	15	3	
20,700	20,700	9,187	11,840	17	17	4	
428,816	513,851	120,666	465,354	35	15	5	
169,603	174,583	30,240	63,475	23	15	6	
3,254,270	4,303,122	626,411	3,925,312	35	20	7	
						8	
5,027,791	6,080,791	1,298,304	1,304,534	25	15	.....
265,666	335,202	145,508	59,511	20	14	.....
13,754,014	18,061,823	2,971,774	3,675,113	23	15	9	
28,560	31,160	6,907	11,071	20	20	10	
8,400	8,800	7,900	225	25	18	11	
110,000	110,000	58,131	72,500	20	16	12	
50,100	50,100	13,945	11,957	17	17	13	
10,800	10,884	8,115	6,858	15		14	
.....	149,919	22,956	443,102	20	20	15	
52,670	64,000	9,395	55,000	25	15	16	
16,794	16,794	6,685	12,003	16½	16½	17	
130,279	167,837	112,815	78,815	25	18	18	
156,171	156,171	29,257	37,150	20	12	19	
.....	.....	4,150	20,089	.....	.....	20	
16,482,207	22,579,481	5,908,987	7,736,069	30	18	21	
31,680	31,680	19,434	5,990	20	15	22	
5,008	5,008	5,275	5,225	.....	.....	23	
78,624	78,624	10,870	76,787	.....	.....	24	
40,411,984	53,401,248	11,464,358	18,364,104				

No. 4.—SUMMARY STATEMENT of the Operations

Number.	Name of Railway.	Mileage.	Train Mileage.		
			Passenger Trains.	Freight Trains.	Mixed Trains.
	Brought forward.....	11,604·64	13,757,528	22,878,633	3,775,823
25	Joggins.....	13·00		4,500	11,500
26	Kent Northern.....	34·00			18,366
27	Kingston and Pembroke.....	112·75	95,000		120,000
28	Kingston, Napanee and Western.....	56·45	39,000		80,547
29	L'Assomption.....	3·00			4,608
30	Lake Erie, Essex and Detroit River.....	42·00	47,576	12,966	23,788
31	Lake Témiscamingue Colonization.....	15·50			
32	Manitoba and North-Western.....	234·50			
	Saskatchewan and Western.....	15·47	249·97	65,498	71,997
33	Massawippi Valley.....	34·00		108,762	14,645
34	Montreal and Lake Maskinongé.....	13·00			
35	Montreal and Ottawa.....	16·50			15,642
36	Montreal and Vermont Junction.....	23·60	68,718	95,666	5,071
37	New Brunswick and Prince Edward Island.....	36·00	5,128	9,556	22,520
38	Northern Pacific and Manitoba.....	263·30	76,702	71,320	54,930
39	Nosbonsing and Nipissing.....	5·50		6,280	
40	Nova Scotia Central.....	74·00			64,287
41	Pontiac and Renfrew.....	4·25			
42	Pontiac Pacific Junction.....	61·00		1,808	37,766
43	Qu'Appelle, Long Lake and Saskatchewan.....	247·19			39,819
44	Quebec and Lake St. John.....	204·00	125,557	79,302	
45	Quebec Central.....	153·50	130,779	106,453	49,405
46	Quebec, Montmorency and Charlevoix.....	21·00	35,317	5,869	
47	Salisbury and Harvey.....	53·25			37,584
48	Shore Line.....	82·50			
49	Stanstead, Shefford and Chambly.....	43·00	38,054	36,398	15,621
50	St. Catharines and Niagara Central.....	12·35	12,000		6,000
51	St. John Bridge and Railway Extension.....	1·75			
52	South-Eastern—				
	Montreal, Portland and Boston.....	260·00	249,699	102,592	234,860
	Lake Champlain and St. Lawrence Junction.....				
53	Temiscouata.....	81·00			58,064
54	Thousand Islands.....	4·08	13,332		4,368
55	Western Counties.....	67·00	42,378	268	37,525
56	Windsor and Annapolis.....	84·00			
	Windsor Branch.....	32·00	116·00	114,930	80,841
		14,009·08	14,987,647	23,592,370	4,819,161

of the Year and Mileage, &c.—*Concluded.*

Total Train Mileage.	Engine Mileage.	Total Number of Passengers Carried.	Tons of Freight of 2,000 lbs., Handled.	Average rate of Speed of Passen- ger Trains. Miles per Hour.	Average rate of Speed of Freight Trains. Miles per Hour.	Number.	Remarks.
40,411,984	53,461,248	11,464,358	18,364,104				
16,000	17,000	9,947	49,314	.....	14	25	
18,366	18,366	4,225	11,469	18	18	26	
215,000	260,000	43,008	102,136	25	18	27	
119,547	119,547	44,073	92,515	24	17	28	
4,608	4,608	7,105	604	15	15	29	
84,330	129,431	68,855	166,404	35	25	30	
.....	.....	2,998	1,300	.....	.....	31	
143,076	199,888	25,010	88,907	27	15	32	
193,858	193,858	61,056	136,981	24	12	33	
.....	.....	4,780	5,169	.....	.....	34	
15,642	16,084	13,842	1,059	20	20	35	
169,455	169,455	113,874	663,980	30	12	36	
37,204	39,994	18,714	36,394	20	18	37	
202,952	205,612	47,748	130,781	35	15	38	
6,280	7,800	.....	76,800	.....	25	39	
64,287	64,287	52,633	16,811	19 ³ / ₄	.....	40	
.....	.....	.....	9,311	12 ¹ / ₂	.....	41	
39,574	42,084	19,647	24,574	30	20	42	61 miles operated.
39,819	45,015	735	4,016	.....	.....	43	
204,859	241,342	87,068	95,902	22	12	44	
286,637	411,743	132,070	128,771	25	15	45	
41,186	43,386	167,960	17,853	20	15	46	
37,584	37,584	5,188	14,958	18	18	47	
.....	.....	12,187	16,466	27	22	48	
90,073	90,073	173,778	681,313	23	12	49	
18,000	18,000	23,075	31,709	25	20	50	
.....	.....	114,139	148,243	.....	.....	51	
587,151	867,463	274,299	496,749	26	16	52	
58,064	60,200	11,333	19,874	20	20	53	
17,700	17,700	20,186	11,000	15	15	54	
80,171	92,704	46,629	20,437	27	20	55	67 miles operated.
195,771	195,771	152,038	87,117	22	14	56	
43,399,178	56,950,343	13,222,568	21,753,021				

No. 5.—SUMMARY STATEMENT of Description of

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live
			Barrels.	Tons.	Bushels.	Tons.	No.
1	Alberta Railway and Coal Co.....	174·12	8,800	880	39,975	·975	4,002
2	Bay of Quinté and Navigation Co.....	3·50	18,630	1,863	141,200	4,232	36
3	Brantford, Waterloo and Lake Erie....	17·00	750	75	20,000	60	56
4	Buctouche and Moncton.....	32·00					
5	Canada Atlantic.....	138·00	128,780	12,878	922,172	22,492	25,332
6	Canada Eastern.....	127·00	57,616	5,762	100,159	1,752	815
7	Canada Southern.....	378·91	1,314,110	131,411	15,123,286	334,837	834,504
8	Canadian Government Railways—						
	Intercolonial.....	1,142·00	1,013,129	101,312	2,890,921	61,048	95,529
	Prince Edward Island Railway.....	210·60	26,750	2,675	242,923	4,218	11,184
9	Canadian Pacific.....	3,415·30					
	Atlantic and North-West.....	336·10					
	Manitoba Southern Colo-						
	nization.....	217·80					
	North Shore.....	206·10					
	St. Lawrence and Ottawa.....	56·50					
	Toronto, Grey and Bruce.....	188·70					
	Ontario and Quebec.....	451·50	5,536·90	2,231,856	223,187	20,905,105	523,149
	Credit Valley.....	175·20					297,923
	West Ontario Pacific.....	26·60					
	Guelph Junction.....	15·00					
	New Brunswick.....	416·40					
	Columbia and Kootenay.....	28·50					
	Toronto Junction to Stra-						
	chan Avenue.....	3·20					
10	Caraget.....	68·00	5,000	500	5,000	87	50
11	Carillon and Grenville.....	13·00					600
12	Central Ontario.....	104·00	19,300	1,920	85,000	7,300	1,960
13	Central of New Brunswick.....	74·66					
14	Cornwallis Valley.....	14·00	2,391	239	2,650	45	
15	Cumberland Railway and Coal Co.....	46·00	10,085	1,008	17,000	289	38
16	Drummond County.....	62·81	6,270	672	5,986	146	720
17	Elgin, Petitediac and Havelock.....	28·00	3,261	326	4,503	72	1,242
18	Erie and Huron.....	75·75	135,943	13,805	336,266	10,021	6,684
19	Esquimalt and Nanaimo.....	78·00	1,680	194	750,000	376	3,663
20	Fredericton & St. Mary's Ry. Bridge Co	1·33					
21	Grand Trunk.....	879·59					
	Buffalo and Lake Huron.....	162·00					
	Grand Trunk, Georgian Bay						
	and Lake Erie.....	172·75					
	Montreal and Champlain Jn.....	81·25					
	Great Western.....	540·72					
	London and Port Stanley.....	23·84					
	Wellington, Grey and Bruce.....	168·09					
	London, Huron and Bruce.....	68·89					
	Brantford, Norfolk and Port						
	Burwell.....	34·73					
	Midland.....	173·97					
	Toronto and Nipissing.....	111·50	3,143·22	5,315,200	531,520	46,796,760	1,169,919
	Grand Junction.....	85·40					2,737,288
	Whitby, Pt. Perry & Lindsay.....	46·50					
	Victoria.....	53·25					
	Northern.....	205·37					
	Northern and Pacific Junc.....	111·37					
	Hamilton and North-West'n.....	173·90					
	South Norfolk.....	17·00					
	Cobourg, Blairton and Mar-						
	mora.....	18·00					
	Madock Jn. to Bridgewater.....	8·60					
	Jacques Cartier Union.....	6·50					
Carried forward.....		11,468·80	10,299,551	1,030,227	88,388,906	2,141,018	4,021,626

Freight Carried, for the Year ended 30th June, 1889.

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
667	8,419,680	11,694			3,538	*167,000	184,754	1	* Coal, 166,509 tons.
24	26,460,000	31,754	6,904	10,355	10,660	37,232	96,120	2	
30	240,000	900	1,600	2,400	755	1,000	5,220	3	
	4,976,640	6,912				4,928	11,840	4	
4,222	164,952,000	229,100	49,638	74,456	9,559	112,647	465,354	5	
395	14,321,225	18,109	7,786	9,732	6,507	21,218	63,475	6	
139,084	188,246,160	261,453	49,178	73,766	351,039	2,633,722	3,925,312	7	
								8	
12,278	184,138,324	230,172	16,396	32,792	303,197	563,735	1,304,534		*Coal.
1,255	3,508,851	5,992	3,131	6,054	39,317	in forego'g	59,511		
90,161	600,118,709	786,177	127,857	228,161	996,439	827,839	3,675,113	9	
25	4,436,000	6,300	500	750	500	2,909	11,071	10	
100					35	90	225	11	
950	9,400,000	1,240	4,360	8,720	18,600	33,770	72,500	12	
	6,161,040	8,557				3,400	11,957	13	
	276,480	384	7	12	14	6,164	6,858	14	
19	12,152,000	15,190			4,737	*421,859	443,102	15	
120	9,828,000	13,650	7,960	11,940	28,517	in forego'g	55,045	16	
374	7,789,000	8,655	520	650	572	1,354	12,003	17	
1,489	19,988,000	25,250	126	222	5,748	22,280	73,815	18	
909	1,740,944	3,500	9,239	12,318	1,822	18,031	37,150	19	
						*20,089	20,089	20	*No classification given.
453,945	693,077,605	1,042,237	169,967	305,941	1,046,022	*3,186,485	7,736,069	21	Including 980,772 tons coal and 92,089 tons coal oil.
706,047	1,960,230,658	2,707,226	455,169	778,269	2,827,578	8,085,752	18,276,117		

No. 5.—SUMMARY STATEMENT of Description

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live No.
			Barrels.	Tons.	Bushels.	Tons.	
	Brought forward.....	11,468·80	10,299,551	1,030,227	88,388,906	2,141,018	4,021,626
22	Great Eastern 13·00 }	58·00	1,418	221	9,450	162	.....
	Montreal and Sorel..... 45·00 }						
23	Great Northern.....	25·00					
24	Hereford.....	52·84	5,859	586	9,848	196	2,112
25	Joggins.....	13·00	2,058	252	14,373	241	13
26	Kent Northern.....	34·00	9,500	952	4,500	130	200
27	Kingston and Pembroke.....	112·75	21,750	2,175	35,500	1,065	300
28	Kingston, Napanee and Western.....	56·45	30,670	3,067	111,600	2,790	1,850
29	L'Assomption.....	3·00	608	64			31
30	Lake Erie, Essex and Detroit River....	42·00	3,949	426	169,438	4,696	9,165
31	Lake Temiskaming Colonization.....	15·50	2,190	219	3,936	96	.....
32	Manitoba and North-Western. 234·50 }	249·97	43,271	4,327	2,128,125	56,637	12,912
	Saskatchewan and Western. 15·47 }						
33	Massawippi Valley.....	34·00	6,250	625	220,662	5,382	7,488
34	Montreal and Maskinongé.....	13·00	3,201	320	4,032	72	.....
35	Montreal and Ottawa.....	16·50	965	97	2,725	63	6
36	Montreal and Vermont Junction.....	23·60	309,434	39,054	4,146,413	124,377	1,108,764
37	New Brunswick and P. E. Island.....	36·00	20,583	2,058	16,807	289	768
38	Northern Pacific and Manitoba.....	263·30	7,561	756	1,172,286	35,169	575
39	Nosbonsing and Nipissing.....	5·50					.....
40	Nova Scotia Central.....	74·00					.....
41	Pontiac and Renfrew.....	4·25					.....
42	Pontiac Pacific Junction.....	61·00	9,563	956	157,927	3,280	2,754
43	Qu'Appelle, Long Lake & Saskatchewan	247·19	5,605	561	6,020	103	149
44	Quebec and Lake St. John.....	204·00	27,991	2,799	20,209	404	1,330
45	Quebec Central.....	153·50	74,480	7,448	113,652	2,772	10,716
46	Quebec, Montmorency and Charlevoix..	21·00	960	95	2,830	64	27
47	Salisbury and Harvey.....	53·25					.....
48	Shore Line.....	82·50	20,000	2,000	5,000	100	300
49	Stanstead, Shefford and Chambly.....	43·00	407,005	40,636	4,236,623	125,564	1,110,942
50	St. Catharines and Niagara Central....	12·35	3,755	375	15,215	456	181
51	St. John Bridge and Railway Extension	1·75					.....
52	South Eastern.....						.....
	Montreal, Portland and Boston..... }	260·00	200,030	20,003	3,465,456	86,023	16,500
	Lake Champlain & St. Lawrence Jn. }						
53	Temiscouata.....	81·00	23,595	2,359	45,277	1,132	563
54	Thousand Island.....	4·08	3,000	300	3,533	106	518
55	Western Countries.....	67·00	8,209	821	935	18	360
56	Windsor and Annapolis..... 84·00 }	116·00	49,810	4,981			11,618
	Windsor Branch..... 32·00 }						
	Total.....	14,009·08	11,602,821	1,168,760	104,511,278	2,592,405	6,321,768

†These companies having failed to comply with the law by giving details of description of freight

of Freight Carried, &c.—*Concluded.*

Stock.	Lumber of all kinds except Firewood.		Firewood.		Manu- factured Goods.	All other Articles.	Total Weight Carried.	Number.	Remarks.
	Tons.	Feet.	Tons.	Cords.	Tons.	Tons.	Tons.		
706,047	1,960,230,658	2,707,226	455,169	778,269	2,827,578	8,085,752	18,276,117		
.....	160,000	260	360	591	1,967	2,789	5,990	22	
.....	595,440	827	677	1,000	.....	3,398	5,225	23	
352	20,065,000	30,244	4,408	7,657	453	37,299	76,787	24	
4	167,760	233	.....	.....	870	47,714	49,314	25	
100	2,880,000	4,000	.....	639	2,950	2,700	11,471	26	
150	35,150,000	52,725	10,124	18,690	20,311	7,020	102,136	27	
901	16,043,000	24,065	10,600	15,857	231	45,604	92,515	28	
16	142,000	213	28	42	118	151	604	29	
4,428	18,532,800	25,740	4,706	7,765	4,597	118,752	166,404	30	
.....	.....	.....	.....	.....	520	465	1,300	31	
2,152	4,162,000	6,244	594	891	10,156	8,500	88,907	32	
1,248	25,045,200	34,785	.....	.....	.....	*95,941	136,981	33	*Including 69- 485 tons ore and copper matte.
260	.....	696	680	905	.....	2,916	5,169	34	
2	36,000	53	158	205	379	260	1,059	35	
184,794	21,466,505	30,552	.....	.....	695	284,508	663,980	36	
62	7,462,000	11,193	777	1,165	1,677	19,950	36,394	37	
575	4,653,600	6,980	9,658	21,731	65,670	in forego'g	130,881	38	
.....	.....	.....	.....	.....	.....	76,800	*76,800	39	*Sawlogs.
.....	.....	.....	.....	.....	.....	†16,811	16,811	40	
.....	.....	.....	.....	.....	.....	9,311	9,311	41	
284	344,649	727	2,311	4,375	2,319	12,633	24,574	42	
37	339,964	452	91	136	1,388	1,339	4,016	43	
217	30,162,000	39,759	22,329	35,975	10,160	6,642	95,956	44	
1,786	42,194,160	58,603	1,117	1,675	2,798	53,789	128,871	45	
23	191,575	277	673	720	661	16,012	17,852	46	
.....	.....	.....	.....	.....	.....	† 14,958	14,958	47	For six months.
50	3,914,000	5,150	320	500	1,442	7,224	16,466	48	
185,157	23,171,675	33,179	.....	.....	2,548	294,229	681,313	49	
120	429,339	886	.....	.....	7,245	22,627	31,709	50	
.....	.....	.....	.....	.....	.....	†148,243	148,243	51	
3,886	61,927,920	86,011	23,229	34,843	73,399	192,584	496,749	52	
281	2,391,512	2,989	3,915	6,703	605	5,805	19,874	53	
259	1,000,000	1,532	.....	.....	5,352	3,451	11,000	54	
92	10,179,000	13,140	2,043	3,230	2,706	430	20,437	55	
2,316	8,704,000	13,065	1,827	2,611	22,335	41,808	87,116	56	
1,095,599	2,301,741,757	3,191,806	555,794	946,175	3,071,130	9,687,415	21,753,290		

carried—the total weight has, in these instances, been entered in column of “All other Articles.”

No. 6.—SUMMARY STATEMENT OF Earnings, for the Year ended 30th June, 1891.

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.		Other Sources.		Total Gross Earnings.		Total Net Earnings.		Proportion of Earnings to Working Expenses.
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	percent.
1	Alberta Railway and Coal Co.	174 12	12,582	59	272,417	86	5,114	99	.....	.....	290,115	44	47,422	87	119
2	Bay of Quinté Railway and Navigation Co.	3 50	2,580	59	26,143	60	1,993	77	1,299	36	31,117	32	15,810	96	203
3	Brantford, Waterloo and Lake Erie	17 00	5,087	60	5,475	74	112	05	.....	.....	10,675	39	-2,249	87	83
4	Buctouche and Moncton	32 00	4,725	68	8,871	37	.....	.....	.....	.....	13,597	05	-3,291	32	80
5	Canada Atlantic	138 00	100,311	95	368,558	54	41,152	89	48,808	17	558,851	55	221,077	62	165
6	Canada Eastern	127 00	22,787	63	56,735	15	3,906	95	1,472	10	84,901	23	20,504	98	132
7	Canada Southern	378 91	1,285,875	66	2,964,189	44	155,618	22	3,281	01	4,408,964	33	1,247,619	41	139
8	Canadian Government Railways— Intercolonial.	1,142 00	962,316	88	1,854,629	88	160,448	62	.....	.....	2,977,395	38	-684,946	56	81
	Prince Edward Island	210 60	72,292	23	81,660	82	19,917	00	388	00	174,258	05	-83,732	03	67
9	Canadian Pacific.	3,415 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Atlantic and North-west.	336 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Manitoba Southwestern Colonization.	217 80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	North Shore	206 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	St. Lawrence and Ottawa.	56 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Toronto, Grey and Bruce.	188 70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Ontario and Quebec.	451 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Credit Valley	175 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	West Ontario Pacific.	26 60	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Guelph Junction	15 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	New Brunswick.	416 40	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Columbia and Kootenay.	28 50	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Toronto Junction to Strachan Avenue	3 20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10	Caraguet	68 00	4,297	71	11,640	22	1,881	23	.....	.....	17,819	16	-1,695	33	91
11	Carillon and Grenville.	13 00	2,639	45	253	61	.....	.....	.....	.....	2,893	06	-1,535	07	65
12	Central Ontario.	104 00	26,916	19	52,373	74	7,292	22	1,343	47	87,925	62	-3,663	34	96
13	Central of New Brunswick.	74 66	8,312	05	7,084	41	.....	.....	142	78	15,539	24	-15,424	97	50
14	Cornwallis Valley	14 00	2,218	66	5,000	07	.....	.....	.....	.....	7,281	35	2,370	64	148
15	Cumberland Railway and Coal Co.	46 00	9,454	68	15,346	64	1,763	33	84,844	44	111,409	09	58,370	22	213
16	Drummond County	62 81	9,623	60	27,546	88	.....	.....	329	89	37,406	97	5,969	21	119
17	Edgum, Petesiodac and Havelock.	28 00	2,310	15	7,767	63	6 60	.....	.....	.....	10,899	67	123	39	101
18	Erie and Huron	75 75	48,194	13	49,777	38	676	08	145	81	104,028	54	32,007	37	144
19	Esquimaux and Nanaimo	78 00	63,235	57	40,286	32	5,850	70	206	13	121,440	23	-40,545	64	75
20	Fredericton and St. Mary's Railway Bridge Co.	1 33	444	45	2,464	24	3,666	00	5,252	34	2,908	69	1,608	69	.....
21	Grand Trunk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Buffalo and Lake Huron	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	G. T. Georgian Bay and Lake Erie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Montreal and Champlain Junction.....	81-25	3,143-22	5,461,346 54	11,223,961 89	642,723 66	95,828 17	17,423,860 26	4,802,381 78	138
Great Western.....	540-72								
London and Port Stanley.....	23-84								
Wellington, Grey and Bruce.....	168-09								
London, Huron and Bruce.....	68-89								
Brantford, Norfolk and Port Burwell.....	34-73								
Midland.....	173-97								
Toronto and Nipissing.....	111-50								
Grand Junction.....	85-40								
Whitby, Port Perry and Lindsay.....	46-50								
Victoria.....	53-25								
Northern.....	205-37								
Northern and Pacific Junction.....	111-37								
Hamilton and Northwestern.....	173-90								
South Norfolk.....	17-00								
Cobourg, Blairton and Marmora.....	18-00								
Madoc Junction to Bridgewater.....	8-60								
Jacques Cartier Union.....	6-50								
Great Eastern.....	13-00	58-00	9,962 87	4,065 73	1,024 20		15,052 80	-3,955 86	79
Montreal and Sorel.....	45-00								
Great Northern.....	25-00		1,368 89	2,632 31	150 00		4,151 20	1,003 26	
Hereford.....	52-84		6,463 86	32,066 09	131 46		38,661 41	-15,939 37	71
Joggins.....	13-00		2,803 65	16,877 72	259 65	173 04	20,114 06	7,784 76	157
Kent Northern.....	34-00		4,070 00	8,075 25	750 00		12,825 25	2,712 35	126
Kingston and Pembroke.....	112-75		34,406 00	124,355 00	8,728 00	15,988 00	183,477 00	59,210 00	148
Kingston, Napanee and Western.....	56-45		18,302 37	54,796 43	6,524 18	237 99	79,920 97	15,384 39	124
L'Assomption.....	3-00		1,203 35	207 46	266 80	13 34	1,690 95	85 53	105
Lake Erie, Essex and Detroit River.....	42-00		26,682 09	45,750 08		11,967 99	88,915 24	32,142 02	157
Lake Temiskaming Colonisation.....	15-50		6,074 00	12,824 72	4,515 08		18,898 72	4,212 48	129
Manitoba and Northwestern.....	234 50								
Saskatchewan and Western.....	15-47	249-97	46,947 59	171,672 67	7,646 65	5,828 59	232,095 50	30,833 11	115
Massawippi Valley.....	34-00		57,082 31	96,370 81	1,971 90	2,512 31	157,937 33	23,156 56	117
Montreal and Lake Maskinongé.....	13-00		1,982 47	2,497 40			4,479 87	1,229 87	138
Montreal and Ottawa.....	16-50		3,882 75	1,104 50	170 26		5,157 51	547 42	112
Montreal and Vermont.....	23-60		50,338 94	96,018 02	6,523 47		132,880 43	36,967 58	132
New Brunswick and Prince Edward Island.....	36-00		6,749 52	15,578 81	1,688 78		24,017 11	9,872 81	169
Northern Pacific and Manitoba.....	263-30		57,149 07	148,393 41	2,980 92	532 74	209,056 14	33,073 64	119
Nosbonsing and Nipissing.....	5-50			26,000 00			26,000 00	-803 10	97
Nova Scotia Central.....	74-00		28,646 47	18,450 52		541 31	47,638 30	8,440 65	122
Pontiac and Renfrew.....	4-25					931 10	931 10	-157 47	86
Pontiac Pacific Junction.....	61-00		14,135 54	19,944 56	2,216 04	3,798 58	40,094 72	5,477 61	116
Qu'Appelle, Long Lake and Saskatchewan.....	247-19		11,140 00	16,064 95	2,226 78		23,431 73	-1,300 97	95
Quebec and Lake St. John.....	204-00		44,965 99	99,089 69	8,072 63	565 00	152,633 31	4,157 66	103
Quebec Central.....	153-50		117,652 86	144,554 79	9,905 90	3,994 76	275,508 31	82,469 57	142
Quebec, Montmorenci and Charlevoix.....	21-00		31,638 57	4,206 78		317 90	36,163 25	8,246 16	129
Salisbury and Harvey.....	53-25		2,880 21	8,547 70	1,220 55	377 81	12,976 27	1,624 50	114
Shore Line.....	82-50		14,198 46	16,634 23	2,072 40	805 77	33,710 86	-34,353 56	49
Stanstead, Shefford and Chambly.....	43-00		16,634 89	26,846 26	5,159 94		48,641 09	-6,788 31	87
Carried forward.....									

No. 6.—SUMMARY STATEMENT OF Earnings for the Year ended 30th June, 1891.—Continued.

Number.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.		Other Sources.		Total, Gross Earnings.		Total, Net Earnings.		Proportion of Earnings to Working Expenses.
			\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	per cent.
	Brought forward.....														
50	St. Catharines and Niagara Central.....	12 35	5,375	00	12,380	56	186	49	1,569	02	19,511	07	—245	81	98
51	St. John Bridge Railway Extension Co.....	1 75	25,540	44	37,554	22	1,204	36			64,299	02	37,430	70	240
52	South Eastern— Montreal, Portland and Boston.....	260 00	187,339	38	369,219	25	18,317	35	12,720	35	587,595	33	48,154	35	109
53	Lake Champlain and St. Lawrence Junction.....	81 00	12,008	62	20,390	77	4,235	38			36,634	77	—13,238	11	73
54	Temiscouata.....	4 08	4,119	74	8,798	77	1,702	19	1,902	26	16,522	96	4,172	67	134
55	Thousand Islands.....	67 00	46,642	14	18,565	07	5,942	16	369	54	71,518	91	2,840	85	104
56	Western Counties.....		130,166	50	133,284	15	13,420	53	642	75	277,513	93	95,038	49	152
57	Windsor and Annapolis.....	116 00													
58	Windsor Branch.....														
		14,009 08	14,286,408	56	30,548,645	60	1,904,961	66	1,452,083	26	48,192,069	08	13,231,649	88	

Name of Railway.	Mileage.	Maintenance of Line, &c.	Working and Repairs of Engines.	Working and Repairs of Cars.	General Operating Ex- penses.	Total.	Remarks.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1 Alberta Railway Coal Co.....	174-12	46,805 83	63,757 34	14,732 33	117,397 07	242,692 57	
2 Bay of Quinte Railway and Navigation Co.....	3-50	2,582 28	5,416 24	373 47	6,934 37	15,306 36	
3 Brantford, Waterloo and Lake Erie.....	17-00	2,620 18	4,462 31	112 78	5,729 99	12,925 26	
4 Brantford and Moncton.....	32-00	5,850 86	4,960 58	867 15	5,209 78	16,888 37	
5 Canada Atlantic.....	138-00	43,319 99	127,584 18	34,994 88	129,854 88	337,753 93	
6 Canada Eastern.....	127-00	16,368 65	25,212 90	4,049 13	18,765 57	64,396 25	
7 Canada Southern.....	378-91	617,840 83	881,797 86	383,218 25	1,278,487 98	3,161,344 92	
8 Canadian Government Railways—							
Intercolonial.....	1,142-00	955,293 68	1,281,800 32	571,980 22	853,267 72	3,662,341 94	
Prince Edward Island.....	210-60	114,255 69	64,158 96	18,487 22	61,138 21	257,990 08	
9 Canadian Pacific.....							
Atlantic and North-West.....	3415-30						
Manitoba South-Western Colonization.....	336-10						
North Shore.....	217-80						
St. Lawrence and Ottawa.....	206-10						
Toronto, Grey and Bruce.....	56-50						
Ontario and Quebec.....	188-70						
Credit Valley.....	451-50						
West Ontario Pacific.....	175-20						
Guelph Junction.....	26-60						
New Brunswick.....	15-00						
Columbia and Kootenay.....	416-40						
Toronto Junction to Strachan Avenue.....	28-50						
10 Carleton Place.....	3-20						
11 Carleton and Grenville.....	68-00	6,580 07	6,429 00	910 99	5,594 43	19,514 49	
12 Central Ontario.....	13-00				4,428 13	4,428 13	
13 Central New Brunswick.....	104-00	24,862 33	24,495 75	4,399 45	37,831 43	91,588 96	
14 Cornwallis Valley.....	74-66	12,722 85	8,432 41	4,201 12	5,607 83	30,964 21	
15 Cumberland Railway Coal Co.....	46-00	1,299 50	1,676 19	16 78	1,918 24	4,910 71	
16 Drummond County.....	14-00	18,643 41	19,704 44	3,973 99	10,717 03	53,038 87	
17 Elgin, Petacadiac and Havelock.....	62-81	7,631 44	10,752 38	487 48	12,566 46	31,437 76	
18 Erie and Huron.....	28-00	3,546 07	3,906 84	128 37	3,195 00	10,776 28	
19 Esquimaux and Nanaimo.....	75-75	21,702 39	22,154 36	3,986 19	24,178 23	72,091 17	
20 Fredericton and St. Mary's Railway Bridge Co.....	78-00	69,546 83	24,279 79	12,841 24	55,318 01	161,985 87	
Carried forward.....	1-33				1,300 00	1,300 00	

No. 7.—SUMMARY STATEMENT of Operating Expenses, for the Year ended 30th June, 1891.—Continued.

No.	Name of Railway.	Mileage.	Maintenance of Line, Buildings, &c.		Working and Repairs of Engines.		Working and Repairs of Cars.		General Operating Expenses.		Total.	Remarks.
			\$	cts.	\$	cts.	\$	cts.	\$	cts.		
	Brought forward..											
21	Grand Trunk.....	879 59										
	Buffalo and Lake Huron.....	162 00										
	Grand Trunk, Georgian Bay and Lake Erie	172 75										
	Montreal and Champlain Junction.....	81 25										
	Great Western.....	540 72										
	London and Port Stanley.....	23 84										
	Wellington, Grey and Bruce.....	168 09										
	London, Huron and Bruce.....	68 89										
	Brantford, Norfolk and Port Burwell.....	34 73										
	Midland.....	173 97										
	Toronto and Nipissing.....	111 50										
	Grand Junction.....	85 40	2,454,994	08	4,336,555	65	1,277,917	47	4,552,011	28	12,621,478	48
	Whitby, Port Perry and Lindsay.....	46 50										
	Victoria.....	53 25										
	Northern.....	205 37										
	Northern and Pacific Junction.....	111 37										
	Hamilton and North-Western.....	173 90										
	South Norfolk.....	17 00										
	Cobourg, Blarion and Marmora.....	18 00										
	Madoc Junction to Bridgewater.....	8 60										
	Jacques Cartier Union.....	6 50										
22	Great Eastern.....	13 00	3,841	90	7,780	77	238	92	7,147	07	19,008	66
	Montreal and Sorel.....	45 00										*Traffic operated by C.P.R.
23	Great Northern.....	25 00	2,237	94					910	00	*3,147	94
24	Hereford.....	52 84	28,380	92	13,448	81	1,248	05	11,523	00	54,600	78
25	Joggins.....	13 00	3,331	49	4,287	88	1,731	92	2,978	01	12,329	30
26	Kent Northern.....	34 00	3,255	75	4,765	45	280	75	1,810	95	10,112	90
27	Kingston and Pembroke.....	112 75	28,077	00	43,619	00	10,314	00	42,257	00	124,267	00
28	Kingston, Nanpae and Western.....	56 45	13,942	85	24,378	87	5,510	79	20,704	07	64,536	58
29	L'Assomption.....	3 00	141	29	795	83	42	43	625	87	1,605	42
30	Lake Erie, Essex and Detroit River.....	42 00	12,972	47	17,703	87	5,207	24	20,889	64	56,773	22
31	Lake Temiscamingue Colonization.....	15 50			1,903	58			12,782	66	14,686	24
32	Manitoba and North-Western.....	234 50	62,144	94	63,294	08			61,439	39	201,262	39
	Saskatchewan and Western.....	15 47										

	34-00	39,995 33	47,258 57	10,363 33	37,163 54	134,780 77	*Traffic operated by C.P.R.
33 Massachusetts Valley.....	13-00	3,250 00				*3,250 00	
34 Montreal and Lake Maskinongé.....	16-50	7,749 44	2,765 99	10 55	1,084 11	4,610 09	
35 Montreal and Ottawa.....	23-60	14,883 92	41,636 58	6,316 44	53,975 91	115,912 85	
36 Montreal and Vermont Junction.....	36-00	5,133 35	5,408 32	820 74	2,781 89	14,144 30	
37 New Brunswick and Prince Edward Island.....	263-30	54,089 53	52,035 70	11,133 74	58,723 53	175,982 50	
38 Northern Pacific and Manitoba.....	5-50	4,649 40	10,023 20	1,500 00	10,690 50	26,863 10	
39 Nonsenosing and Nipissing.....	74-00	19,567 32	8,961 40		10,668 93	39,137 65	
40 Nova Scotia Central.....	4-25		1,088 57			1,088 57	
41 Pontiac and Renfrew.....	61-00	16,588 93	7,604 49	2,512 46	7,911 23	34,617 11	
42 Pontiac and Pacific Junction.....	247-19	13,858 71	12,107 81	28 21	4,737 97	30,732 70	
43 Qu'Appelle, Long Lake and Saskatchewan.....	204-00	44,077 35	55,278 30	13,111 64	36,008 36	148,475 65	
44 Quebec and Lake St. John.....	153-50	54,163 39	52,006 19	13,646 26	72,622 90	193,038 74	
45 Quebec Central.....	21-00	7,415 51	9,038 02	2,199 17	9,264 39	27,917 09	
46 Quebec, Montmorency and Charlevoix.....	53-25	3,612 20	3,364 12	1,038 28	3,337 17	11,351 77	
47 Salisbury Bridge and Harvey.....	53-25	3,612 20	3,364 12	1,038 28	3,337 17	11,351 77	
48 Shore Line.....	82-50	32,112 01	19,669 30	6,713 16	9,569 95	68,064 42	
49 Stanstead, Shefford and Chambly.....	43-00	20,101 82	16,342 26	1,217 37	17,767 95	55,429 40	
50 St. Catharines and Niagara Central.....	12-35	4,125 94	5,722 98	165 52	9,742 44	19,756 88	
51 St. John Bridge and Railway Extension Co. South Eastern.....	1-75	25,254 98			1,613 34	*26,868 32	
52 } Montreal, Portland and Boston.....	260-00	112,704 18	193,901 84	61,058 34	171,777 62	539,441 98	
53 } Lake Champlain and St. Lawrence Junction.....	81-00	15,768 59	14,701 72	1,346 36	18,061 28	49,872 95	
54 } Temiscouata.....	4-08	2,301 28	4,520 20	458 97	5,069 84	12,350 29	
55 } Thousand Islands.....	67-00	34,595 69	15,406 97	4,645 38	14,030 02	68,678 06	
56 } Western Counties.....	116-00	83,025 65	40,907 27	12,577 33	45,965 19	182,475 44	
57 } Windsor and Annapolis.....							
58 } Windsor Branch.....							
14,009-08		7,502,236 52	11,777,898 63	3,191,201 85	12,489,112 20	34,960,449 20	

No. 8.—SUMMARY OF ACCIDENTS

Number.	Name of Railway.	Mileage.	Passengers, Employés, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
1	Alberta Railway and Coal Co.	174 12					
2	Bay of Quinté and Navigation Co.	3 50					
3	Brantford, Waterloo and Lake Erie.	17 00	Others.				
4	Buctouche and Moncton.	32 00	Employés.				
5	Canada Atlantic.	138 00	Others.				
6	Canada Eastern.	127 00					
7	Canada Southern.	378 91	{ Employés.		2		
8	Canadian Government Railways—		{ Others.				1
	Intercolonial.	1,142 00	{ Passengers.	5	4		6
			{ Employés.		9		8
			{ Others.			3	2
9	Canadian Pacific.	3,415 30	Employés.				1
	Atlantic and North-West.	336 10					
	Manitoba South-Western Colonization.	217 80					
	North Shore.	206 10					
	St. Lawrence and Ottawa.	56 50					
	Toronto, Grey and Bruce.	188 70					
	Ontario and Quebec.	451 50	{ Passengers.	1	1		6
	Credit Valley.	175 20	{ Employés.	7	23	1	11
	West Ontario Pacific.	26 60	{ Others.		1		2
	Guelph Junction.	15 00					
	New Brunswick.	416 40					
	Columbia and Kootenay.	28 50					
	Toronto Junction to Strachan Avenue.	3 20					
10	Caraguet.	68 00					
11	Carillon and Grenville.	13 00					
12	Central Ontario.	104 00					
13	Central of New Brunswick.	74 66					
14	Cornwallis Valley.	14 00					
15	Cumberland Railway and Coal Co.	46 00					
16	Drummond County.	62 81					
17	Elgin, Petitcodiac and Havelock.	28 00					
18	Erie and Huron.	75 75	{ Employés.				
19	Esquimalt and Nanaimo.	78 00	{ Others.				
20	Fredericton and St. Mary's Railway and Bridge Co.	1 33	Employés.				
21	Grand Trunk.	879 59					
	Buffalo and Lake Huron.	162 00					
	Grand Trunk, Georgian Bay and Lake Erie.	172 75					
	Montreal and Champlain Junction.	81 25					
	Great Western.	540 72					
	London and Port Stanley.	23 84					
	Wellington, Grey and Bruce.	168 09					
	London, Huron and Bruce.	68 89					
	Brantford, Norfolk and Port Burwell.	34 73					
	Midland.	173 97					
	Toronto and Nipissing.	111 50	{ Passengers.		7	3	6
	Grand Junction.	85 40	{ Employés.	7	25		11
	Whitby, Port Perry and Lindsay.	46 50	{ Others.	1	4	7	14
	Victoria.	53 25					
	Northern.	205 37					
	Northern and Pacific Junction.	111 37					
	Hamilton and North-Western.	173 90					
	South Norfolk.	17 00					
	Cobourg, Blairton and Marmora.	18 00					
	Madoc Junction to Bridgewater.	8 60					
	Jacques Cartier Union.	6 50					
	Carried forward.	11,468 80		21	76	14	68

No. 8.—SUMMARY OF ACCIDENTS

Number.	Name of Railway.	Mileage.	Passengers, Employees, or Others.	Fell from Cars or Engines.		Jumping on or off Trains or Engines when in motion.	
				Killed.	Injured.	Killed.	Injured.
	Brought forward	11,468 80		21	76	14	68
22	Great Eastern..... 13'00 }	58'00					
	Montreal and Sorel..... 45'00 }						
23	Great Northern.....	25'00					
24	Hereford.....	52'84	Employés.....				
25	Joggins.....	13'00					
26	Kent Northern.....	34'00					
27	Kingston and Pembroke.....	112'75					
28	Kingston, Napanee and Western.....	56'45	Employés.....				
29	L'Assomption.....	3'00					
30	Lake Erie, Essex and Detroit River.....	42'00					
31	Lake Temiscamingue Colonization.....	15'50					
32	Manitoba and North-Western..... 234'50 }	249'97	{ Passengers.....			1	
	Saskatchewan and Western..... 15'47 }		{ Employés.....		1		
33	Massawippi Valley.....	34'00	Employés.....				1
34	Montreal and Lake Maskinongé.....	13'00	Others.....				1
35	Montreal and Ottawa.....	16'50					
36	Montreal and Vermont Junction.....	23'60	{ Passengers.....				1
			{ Others.....				
37	New Brunswick and Prince Edward Island.....	36'00					
38	Northern Pacific and Manitoba.....	263'30	{ Employés.....		1		
			{ Others.....				
39	Nosbonsing and Nipissing.....	5'50					
40	Nova Scotia Central.....	74'00					
41	Pontiac and Renfrew.....	4'25					
42	Pontiac Pacific Junction.....	61'00					
43	Qu'Appelle, Long Lake and Saskatchewan.....	247'19	Employés.....				
44	Quebec and Lake St. John.....	204'00	{ Employés.....	3			1
			{ Others.....				
45	Quebec Central.....	153'50	Employés.....				
46	Quebec, Montmorenci and Charlevoix.....	21'00	do				
47	Salisbury and Harvey.....	53'25		1			
48	Shore Line.....	82'50	Employé.....	1			
49	Stanstead, Shefford and Chambly.....	43'00	Others.....				1
50	St. Catharines and Niagara Central.....	12'35					
51	St. John Bridge and Railway Extension.....	1'75					
52	South Eastern—						
	Montreal, Portland and Boston..... }	260'00	Employés.....		2		1
	Lake Champlain and St. Lawrence Junction..... }		Others.....				
53	Temiscouata.....	81'00					
54	Thousand Islands.....	4'08					
55	Western Counties.....	67'00	Passengers.....		1		
56	Windsor and Annapolis..... 84'00 }	116'00	Others.....	1		1	
	Windsor Junction..... 32'00 }						
	Total.....	14,009'08		26	81	16	74

for the Year ended 30th June, 1891—*Concluded.*

At work on or near Track making up Trains.		Putting Arms or Heads out of Wind'ws		Coupling Cars.		Collisions, or by Trains thrown from Track.		Walking, standing, lying or being on Track.		Ex-plosions.		Striking Bridges.		Other Causes.		Totals.		Number.
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1	13	....	2	7	304	19	116	107	103	....	....	2	5	11	72	182	759	22
....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	23
....	24	25
....	25	26
....	3	....	....	....	....	....	....	....	....	....	....	....	3	27
....	28
....	29
....	30
....	31
....	5	....	2	....	....	....	....	....	....	1	2	1	1	32
....	1	....	....	....	....	....	....	....	....	....	10	33
....	2	34
....	1	35
....	1	....	....	....	....	....	....	....	1	36
....	37
....	1	....	....	....	2	....	....	....	....	....	....	....	....	....	8	....	12	38
....	1	....	....	....	....	....	1	....	2	39
....	40
....	41
....	1	....	....	....	....	....	....	....	....	....	....	....	1	42
....	1	....	....	....	....	....	....	....	1	43
....	1	....	....	....	....	1	....	4	2	44
....	1	....	....	....	....	....	....	1	1	45
....	46
....	2	....	....	....	....	....	....	....	....	....	....	....	....	47
....	48
....	49
....	50
....	51
....	14	....	....	....	1	....	....	....	....	....	....	....	....	52
....	1	....	....	....	....	....	....	....	1	53
....	54
....	55
....	1	....	....	....	....	....	1	3	1	56
1	14	....	3	7	331	19	119	111	107	....	....	2	5	14	84	196	818	

No. 9.—LINES of Railway owned by Coal and Iron Mines for the Year ended
30th June, 1891.

Name.	Length of Rail- way.	Gauge.	No. of Engines.	No. of Waggons.	Remarks.
NOVA SCOTIA.					
Intercolonial Coal Mining Co.	8' 00	4' 8½	4	168	Cars furnished by Intercolonial Ry.
Acadia Coal Co.	6' 00	4' 8½	2	.....
Londonderry Iron Co.	9' 27	4' 8½	3	43	
do do	3' 55	3' 0	2	.....
Albion.	3' 00	4' 8½	3	180	
	29' 82		14	391	
CAPE BRETON.					
Old Bridgeport.	50	4' 8½	.....	.....	Rolling stock furnished by Inter- national Coal and Railway Co.
General Mining Association—					
Sydney.	4' 80	4' 8½	3	220	
Victoria.	5' 00	4' 8½	2	125	
Sydney and Louisburg.	43' 00	3' 0	3	224	
Gowrie ...	2' 25	3' 6	2	148	
International.	12' 00	4' 8½	5	233	
Caledonia.	2' 25	4' 8½	2	120	
	69' 80		17	1,070	

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Governments, for the Year ended 30th June, 1891.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bond.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
DOMINION GOVERNMENT.						
Albert (now Salisbury and Harvey).....	15,000 00		14,665 45			
Albert Southern			51,200 00			
Baie des Chaleurs			620,000 00			
Belleville and North Hastings			22,400 00			
Beauharnois Junction			96,000 00			
Brantford, Waterloo and Lake Erie			57,600 00			
Brockville, Westport and Sault Ste. Marie			192,000 00			
Buctouche and Moncton			102,400 00			
Canada Atlantic			314,400 00			
Canada Central			1,525,250 00			
Canadian Pacific			55,188,461 40			
Cape Breton			3,541,194 23			
Caracquet			224,000 00			
Central of New Brunswick			226,012 54			
Chatham Branch			24,439 84			
Columbia and Kootenay			112,000 00			
Cornwallis Valley			44,800 00			
Cumberland Railway and Coal Company			44,800 00			
Drummond County			187,200 00			
Dominion Lime Company			22,400 00			
Eastern Extension			1,321,986 89			
Elgin, Peticoctiac and Havelock			82,632 82			
Erie and Huron			96,000 00			
Esquimaux and Nanaimo			750,000 00			
Fredericton and St. Mary's Railway Bridge Company	300,000 00		30,000 00			
Grand Trunk	15,142,633 33					
do Georgian Bay and Lake Erie			48,000 00			
Great Eastern			229,500 00			
Great Northern			112,000 00			
Guelph Junction			51,200 00			
Harvey Branch			9,600 00			
Hereford			156,800 00			
Intercolonial			48,767,865 46			
International			156,800 00			
Irondale, Bancroft and Ottawa			160,000 00			
Jacques Cartier Union			20,000 00			
Carried forward	15,457,633 33		114,603,628 63			

No. 10.—STATEMENT of Aid Granted to Railways by Government—*Continued.*

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Brought forward.	15,457,633 33		114,603,628 63			
Joggins.....			42,400 00			
Kent Northern.....			58,334 87			
Kingston and Pembroke.....			48,000 00			
L'Assomption.....			11,200 00			
Lake Erie, Essex and Detroit.....			118,400 00			
Lake Temiscamingue Colonization.....			177,200 00			
Leamington and St. Clair.....			51,200 00			
Lower Laurentian.....			217,600 00			
Massawippi Valley.....			80,000 00			
Montreal and Lake Maskinongé.....			42,200 00			
Montreal and Champlain Junction.....			103,600 00			
Montreal and Ottawa.....			96,000 00			
Montreal and Sorel.....			112,000 00			
Montreal and Western.....			361,270 00			
Napanee, Tamworth and Quebec (now Kingston, Napanee and Western).....			204,400 00			
New Brunswick and Prince Edward Island.....			118,400 00			
Northern and Western of New Brunswick (now Canada Eastern).....			320,000 00			
Northern and Pacific Junction.....			1,320,000 00			
Nova Scotia Central.....			256,000 00			
*Ontario and Quebec.....						
Orford Mountain.....			99,200 00			
Ottawa and Gatineau Valley.....			320,000 00			
Parry Sound Colonization.....			128,000 00			
Pontiac Pacific Junction.....			337,100 00			
Pontiac and Renfrew.....			19,200 00			
Port Arthur, Duluth and Western.....			271,200 00			
Prince Edward Island.....			3,741,780 89			
Quebec and Lake St. John.....			1,003,495 00			
Quebec Central.....			348,342 00			
Quebec, Montmorenci and Charlevoix.....			96,000 00			
Quebec, Montreal, Ottawa and Occidental, Quebec to Montreal.....			+954,000 00			
do do Montreal to Ottawa.....			+1,440,000 00			
St. Catharines and Niagara Central.....			147,200 00			
St. Louis, Richibucto and Buctouche.....			22,400 00			
St. John Bridge and Railway Extension.....						
St. John Valley and Rivière du Loup.....	433,900 00		140,800 00			

St. Clair Tunnel Company.....	.....	.....	375,000 00	.....	.....
Shuswap and Okanagan.....	.....	.....	163,200 00	.....	.....
South Norfolk.....	.....	.....	54,400 00	.....	.....
Stewiacke Valley and Lansdowne.....	.....	.....	80,000 00	.....	.....
Temiscouata.....	.....	.....	649,200 00	.....	.....
Thousand Islands.....	.....	.....	54,400 00	.....	.....
Tobique Valley.....	.....	.....	124,800 00	.....	.....
Toronto, Grey and Bruce.....	.....	.....	18,656 00	.....	.....
Waterloo Junction.....	.....	.....	35,200 00	.....	.....
West Ontario Pacific.....	.....	.....	256,000 00	.....	.....
Western Counties.....	.....	.....	588,639 38	.....	.....
Windsor and Annapolis.....	.....	.....	1,089,674 00	.....	.....
	15,891,533 33		130,899,740 77		
ONTARIO GOVERNMENT.					
Canada Atlantic.....	.....	.....	270,000 00	.....	.....
Canada Central.....	.....	.....	1,479,000 00	.....	.....
Canada Southern.....	.....	.....	147,858 65	.....	.....
Central Ontario.....	.....	.....	126,500 00	.....	.....
Cobourg, Blairton and Marmora.....	.....	26,000 00	18,740 00	.....	.....
Credit Valley.....	.....	.....	531,000 00	.....	.....
Erie and Huron.....	.....	.....	83,000 00	.....	.....
Grand Junction.....	.....	.....	182,500 00	.....	.....
Georgian Bay and Lake Erie.....	.....	.....	336,000 00	.....	.....
Hamilton and North-Western.....	.....	.....	565,020 00	.....	.....
Kingston and Pembroke.....	.....	.....	456,483 00	.....	.....
London, Huron and Bruce.....	.....	.....	178,630 00	.....	.....
Midland.....	.....	.....	168,350 20	.....	.....
Northern.....	.....	.....	196,188 00	.....	.....
Port Arthur, Duluth and Western.....	.....	.....	240,000 00	.....	.....
Toronto and Nipissing.....	.....	.....	105,212 00	.....	.....
Lake Simcoe Junction.....	.....	.....	53,000 00	.....	.....
Toronto, Grey and Bruce.....	.....	.....	375,282 00	.....	.....
Victoria.....	.....	.....	312,000 00	.....	.....
Wellington, Grey and Bruce.....	.....	.....	241,276 00	.....	.....
Whitby, Port Perry and Lindsay.....	.....	.....	94,957 59	.....	.....
	26,000 00		6,161,007 44		
QUEBEC GOVERNMENT.					
Baie des Chaleurs.....	.....	.....	700,000 00	.....	.....
Canada Atlantic.....	.....	.....	200,000 00	.....	.....
Great Eastern.....	.....	.....	156,000 00	.....	.....
Drummond County.....	.....	.....	549,000 00	.....	.....
Hereford.....	.....	.....	62,500 00	.....	.....
International.....	.....	.....	391,122 02	.....	.....
	15,917,533 33		2,058,622 02		
Carried forward.....	.....	.....	137,000,748 21	.....	.....

* With West Ontario Pacific. + Dominion Government pays to Quebec Government 5 per cent per annum on these two amounts.

No. 10.—STATEMENT of Aid granted to Railways by Government—*Concluded.*

Name of Railway.	Loan.	Total.		Bonus.	Total.		Subscription to Shares or Bonds.	Total.	
	\$ cts.	\$	cts.	\$ cts.	\$	cts.	\$ cts.	\$	cts.
Brought forward.....		15,917,533	33	2,058,622 02	137,060,748	21			
QUEBEC GOVERNMENT— <i>Concluded.</i>									
Lake Champlain and St. Lawrence Junction.....				380,000 00					
Lake Temiscamingue Colonization Railway Company.....				250,000 00					
L'Assomption.....				7,350 00					
Lévis and Kennebec.....				168,000 00					
Lower Laurentian.....				228,000 00					
Missisquoi Valley.....				329,073 00					
Montreal and Champlain Junction.....				96,000 00					
Montreal and Ottawa.....				232,000 00					
Montreal, Portland and Boston.....				350,000 00					
Montreal and Western.....				87,250 00					
Montreal and Lake Maskinongé.....				124,000 00					
Orford Mountain.....				320,000 00					
Ottawa and Gatineau Valley.....				600,000 00					
Pontiac Pacific Junction.....				2,433,000 00					
Quebec and Lake St. John.....				1,041,250 00					
Quebec Central.....				727,000 00					
Quebec, Montreal, Ottawa and Occidental.....	3,722,956 00			192,000 00					
Quebec, Montmorenci and Charlevoix.....				497,007 10					
South-Eastern.....				462,000 00					
Temiscouata.....				92,000 00					
Waterloo and Magog (now Atlantic and N.W.—C.P.R.).....		3,722,956	00					10,674,552	12
NEW BRUNSWICK GOVERNMENT.									
Albert (now Salisbury and Harvey).....				455,000 00					
Albert Southern.....				52,500 00					
Buctouche and Moncton.....				96,000 00					
Caraguet.....				180,000 00					
Central of New Brunswick.....				132,000 00					
Chatham Branch (now part of Canada Eastern).....				32,000 00					
Fredericton.....				230,000 00					
Grand Southern (now Shore Line).....				425,000 00					
Harvey Branch (now Salisbury and Harvey).....				9,000 00					
Kent Northern.....				135,000 00					

[illegible]

No. 10.—STATEMENT of Aid granted to Railways by Municipalities, 30th June, 1891.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscrip- tions to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO.							
Deseronto	Bay of Quinté and Navigation Company .....	.....	.....	25,000 00	5,000 00	.....	25,000 00
City of Brantford	do .....	.....	.....	9,000 00	.....	.....	.....
Township of Oakland	Brantford, Waterloo & Lake Erie.	.....	.....	5,000 00	.....	.....	.....
Village of Watford	do .....	.....	.....	.....	.....	.....	.....
Town of Brockville	Brockville, Westport and Sault Ste. Marie .....	.....	.....	36,000 00	39,000 00	.....	39,000 00
Elizabethtown	do .....	.....	.....	7,000 00	.....	.....	.....
Rear of Yonge and Escott	do .....	.....	.....	15,000 00	.....	.....	.....
Rear of Leeds and Lansdowne	do .....	.....	.....	5,000 00	.....	.....	.....
Bastard and Burgess	do .....	.....	.....	28,000 00	.....	.....	.....
South Crosby	do .....	.....	.....	6,000 00	.....	.....	.....
Village of Newboro'	do .....	.....	.....	4,000 00	.....	.....	.....
North Crosby	do .....	.....	.....	15,000 00	116,000 00	.....	116,000 00
Various Municipalities	Buffalo and Lake Huron .....	.....	.....	966,000 00	966,000 00	.....	966,000 00
Renfrew	Canada Central .....	.....	.....	.....	.....	30,000 00	30,000 00
Horton	do .....	.....	.....	.....	.....	7,500 00	7,500 00
Admaston	do .....	.....	.....	.....	.....	5,000 00	5,000 00
County of Elgin	Canada Southern .....	.....	.....	200,000 00	.....	.....	.....
Township of Townsend	do .....	.....	.....	30,000 00	.....	.....	.....
do Durham	do .....	.....	.....	15,000 00	.....	.....	.....
do Anderdon	do .....	.....	.....	15,000 00	.....	.....	.....
Town of St. Thomas	do .....	.....	.....	25,000 00	.....	.....	.....
Township of Malden	do .....	.....	.....	15,000 00	.....	.....	.....
Town of Amherstburg	do .....	.....	.....	15,000 00	.....	.....	.....
South Norwich	do .....	.....	.....	7,500 00	.....	.....	.....
Sault Ste. Marie	Canadian Pacific .....	.....	.....	.....	322,500 00	.....	322,500 00
Northumberland and Durham	Cobourg, Blairton and Marmora.	.....	.....	113,500 00	20,000 00	.....	20,000 00
Trenton Village	Central Ontario .....	.....	.....	10,000 00	113,500 00	.....	113,500 00
Wellington Village	do .....	.....	.....	2,500 00	.....	.....	.....
Town of Picton	do .....	.....	.....	21,000 00	.....	.....	.....
County of Prince Edward	do .....	.....	.....	60,000 00	93,500 00	.....	93,500 00

do Oxford	Credit Valley	200,000 00			
do Wellington	do	135,000 00			
do Waterloo	do	110,000 00			
do Peel	do	75,000 00			
do Halton	do	70,000 00			
City of Toronto	do	350,000 00			
do St. Thomas	do	50,000 00			
Town of Milton	do	30,000 00			
do Brampton	do	20,000 00			
do Ingersoll	do	10,000 00			
do Orangeville	do	15,000 00			
Village of Streetsville	do	20,000 00			
County of Kent	Erie and Huron	1,085,000 00			
Town of Chatham	do	155,000 00			
do Dresden	do	30,000 00			
do Blenheim	do	20,500 00			
Village of Wallaceburg	do	11,000 00			
Township of Sombra	do	11,000 00			
do Sarnia	do	14,000 00			
do Woodhouse	do	16,000 00			
Town of Simcoe	Georgian Bay and Lake Erie	15,000 00			
Township of South Norwich	do	10,000 00			
do North	do	10,000 00			
Town of Woodstock	do	40,000 00			
Township of East Oxford	do	25,000 00			
do Woodstock	do	25,000 00			
Town of Woodstock	do	60,000 00			
do Stratford	do	120,000 00			
County of Perth	do	40,000 00			
Township of Mornington	do	10,000 00			
do Elma	do	15,000 00			
Town of Listowel	do	10,000 00			
Township of Wallace	do	10,000 00			
Town of Palmerston	do	30,000 00			
Township of Minto	do	25,000 00			
Town of Harriston	do	20,000 00			
Township of Normanby	do	80,000 00			
do Bentwick	do	65,000 00			
do Brant	do	20,000 00			
do Elderslie	do	45,000 00			
do Arran	do	45,000 00			
do Anabel	do	43,000 00			
do Kippel	do	32,000 00			
do Albemarle	do	10,000 00			
Town of Mount Forest	do	22,000 00			
Township of Egremont	do	60,000 00			
Carried forward		877,000 00			
		3,018,000 00			
					67,500 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Share or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Township of Glenelg.....	Brought forward.....			877,000 00	3,018,000 00		67,500 00
Town of Durham.....	do			20,000 00			
	Georgian Bay and Lake Erie			32,000 00			
	do						
City of Belleville.....	Grand Junction.....			150,000 00	929,000 00		
Village of Stirling.....	do			5,000 00			
Township of Rawdon.....	do			15,000 00			
do Seymour.....	do			35,000 00			
do Percy.....	do						
do Asphodel.....	do						
City of Guelph.....	Guelph Junction.....	155,000 00	155,000 00	8,000 00	213,000 00	50,000 00	50,000 00
County of Frontenac.....						20,000 00	20,000 00
City of Kingston.....	Kingston and Pembroke.....			170,000 00			
Village of Renfrew.....	do			318,000 00			
	do			3,000 00			
City of Hamilton.....	Hamilton and North-Western.....			99,738 00	491,000 00		
County of Halton.....	do			75,791 00			
Village of Georgetown.....	do			11,289 00			
County of Peel.....	do			30,974 00			
do Simcoe.....	do			354,007 00			
Town of Collingwood.....	do			12,084 00			
Township of Innisfil.....	do			22,592 00			
do Woodhouse.....	do			20,740 00			
do Adjala.....	do			2,500 00			
do Essa.....	do			2,500 00			
do Tossoronto.....	do			10,000 00			
do Mulmur.....	do			5,000 00			
Village of Alliston.....	do			8,000 00			
City of Hamilton.....	do					100,000 00	100,000 00
Township of Nottawasaga.....	do			20,386 00			
do South Colchester.....	Lake Erie, Essex & Detroit River.....				675,596 00		
do Garfield.....	do			20,000 00			
Village of Kingsville.....	do			15,000 00			
	do			10,000 00			
					45,000 00		

Township of East Gwillimbury	Lake Simcoe Junction	45,070 00			
do North do	do do	20,000 00			
do Georgina	do do	20,000 00			
do Whitechurch	do do	15,000 00			
Village of Leamington	Leamington and St. Clair	12,000 00	100,000 00		
Township of Morven	do do	15,000 00			
Village of Comber	do do	6,000 00			
Township of London	London, Huron and Bruce	15,000 00	33,000 00		
do Stephen	do do	17,500 00			
do Osborne	do do	25,000 00			
do Hay	do do	15,000 00			
do Goderich	do do	15,000 00			
do E. Wawanosh	do do	25,000 00			
do Hallett	do do	25,000 00			
do Tuckersmith	do do	10,000 00			
do Turnberry	do do	5,000 00			
do Morris	do do	10,000 00			
do Stanley	do do	10,000 00			
Village of Clinton	do do	20,000 00			
do Exeter	do do	10,000 00			
do Kincardine and Wigan	do do	9,000 00			
City of London	do do	100,000 00	311,500 00		
55 Township of Thorah	Midland	50,000 00			
Town of Port Hope	do	30,000 00			
Township of Orillia and Matchedash	do	12,500 00			
Town of Orillia	do	12,500 00			
Township of Tay	do	21,370 85			
Village of Omennee	do	2,000 00			
Township of Mara	do	12,500 00			
Town of Peterborough	do	4,000 00	144,870 85		
do Napanee	*Napanee, Tamworth and Quebec	30,000 00			
Village of Newburgh	do do	7,500 00			
Township of Camden	do do	30,000 00			
do Sheffield	do do	15,000 00			
City of Kingston	do do	75,000 00			
do Toronto	Northern	100,000 00	157,500 00		
County of Simcoe	do			190,000 00	
Town of Barrie	do	30,000 00		200,000 00	
do Orillia	do	12,500 00			
Townships of Collingwood, Euphrasia and St. Vincent	do	99,480 00			
	Carried forward	35,000 00	241,980 00		390,000 00
		155,000 00	6,360,446 85		627,500 00

* Now Kingston, Napanee and Western.

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscriptions to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
ONTARIO—Continued.							
Town of Smith's Falls.....	Brought forward.....		155,000 00	35,000 00	6,360,446 85		627,500 00
do Merrickville.....	Ontario and Quebec.....			25,000 00			
Township of West Winchester.....	do.....			10,000 00			
do Thamesford.....	do.....			15,000 00			
				2,500 00			
Town of Port Arthur.....	Port Arthur, Duluth and Western			25,000 00	52,500 00		
Municipality of Norbery.....	do.....			15,000 00			
Town of Simcoe.....	South Norfolk.....			5,000 00	40,000 00		
Township of Charlotteville.....	do.....			20,000 00			
do South Walsingham.....	do.....			40,000 00	65,000 00		
City of St. Catharines.....	St. Catharines and Niagara Central	80,000 00	80,000 00	80,000 00			
Town of Thorold.....	do.....			20,000 00	100,000 00		
City of Ottawa.....	St. Lawrence and Ottawa.....	200,000 00				60,000 00	
Town of Prescott.....	do.....	100,000 00				30,000 00	
do Gananoque.....	Thousand Islands.....		300,000 00		10,000 00		
City of Toronto.....	Toronto and Nipissing.....			150,000 00			
Township of Scarborough.....	do.....			10,000 00			
do Markham.....	do.....			30,000 00			
do Uxbridge.....	do.....			50,000 00			
do Scott.....	do.....			10,000 00			
do Brock.....	do.....			50,000 00			
do Eldon.....	do.....			44,000 00			
do Bexley.....	do.....			15,000 00			
do Somerville.....	do.....			15,000 00			
Townships of Luxton, Digby and Langford.....	do.....			12,500 00			
Town of Uxbridge.....	do.....			2,000 00			
Albion.....	Toronto, Grey and Bruce.....			40,000 00	388,500 00		
Caledon.....	do.....			45,000 00			
Monro.....	do.....			45,000 00			

Amaranthi.....	do	do	30,000 00	988,000 00
Arthur.....	do	do	35,000 00	
Orangeville.....	do	do	15,000 00	
Mount Forest.....	do	do	20,000 00	
Toronto.....	do	do	350,000 00	
County of Grey (Group).....	do	do	300,000 00	
Owen Sound.....	do	do	5,000 00	
Minto.....	do	do	15,000 00	
Howick.....	do	do	35,000 00	
Gorrie and Wroxeter.....	do	do	5,000 00	
Teeswater.....	do	do	5,000 00	186,000 00
Culross.....	do	do	38,000 00	
Turnbury.....	do	do	5,000 00	
Town of Lindsay.....	Victoria	do	85,000 00	
Village of Fenelon Falls.....	do	do	25,000 00	682,000 00
Township of Verulam and Somerville.....	do	do	22,000 00	
County of Haliburton.....	do	do	54,000 00	
Fergus.....	Wellington, Grey and Bruce.	do	10,000 00	
Peel.....	do	do	40,000 00	
Elora.....	do	do	10,000 00	
Maryboro'.....	do	do	40,000 00	
Nichol.....	do	do	10,000 00	
Wallace.....	do	do	35,000 00	
Minto.....	do	do	65,000 00	
Bruce.....	do	do	278,000 00	222,094 93
Howick.....	do	do	20,000 00	
Listowell.....	do	do	15,000 00	
Grey.....	do	do	35,000 00	
Elma.....	do	do	30,000 00	
Morris.....	do	do	30,000 00	
W. Wawanosh.....	do	do	18,000 00	
Ashfield.....	do	do	10,000 00	
Turnbury.....	do	do	28,000 00	
Kincardine.....	do	do	8,000 00	9,094,541 78
Town of Whitby.....	Whitby, Port Perry and Lindsay.	do	70,000 00	
Township of Whitby.....	do	do	15,000 00	
do Reach.....	do	do	30,000 00	
do Scugog.....	do	do	2,000 00	
County of Victoria.....	do	do	85,000 00	
Village of Port Perry.....	do	do	20,000 00	
Manufacturing Co.....	do	do	94 93	
			535,000 00	
			717,500 00	

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—Continued.

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		3 cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
QUEBEC.							
Farnham.....	Canadian Pacific				20,000 00		
Town of Nicolet.....	Drummond County			10,000 00			
Municipality of St. Leonard.....	do			5,000 00			
Parish of St. Antoine.....	Great Eastern			10,000 00	15,000 00		
do St. Denis.....	do			10,000 00			
Parish of St. Sophie.....	Great Northern			4,000 00	20,000 00		
Village of New Glasgow.....	do			2,000 00			
County of Compton.....	International				6,000 00	225,000 00	225,000 00
St. Pie.....	Lake Champlain & St. Lawrence			20,000 00			
L'Ange Gardien.....	do			10,000 00			
St. Paul.....	do			6,000 00			
Philipsburg.....	do			15,000 00			
City of Three Rivers.....	Lower Laurentian				51,000 00		
Ascot.....	Massawippi Valley				25,000 00	40,000 00	
Hatley.....	do					25,000 00	65,000 00
Township of Melbourne and Brompton	Missisquoi & Black River Valley						
Gore.....	do					25,000 00	
Township of Ely.....	do					20,000 00	
do North Stukeley.....	do					20,000 00	
do Bolton.....	do					20,000 00	
Municipality of Rigaud.....	Montreal & Champlain Junction				21,174 00		85,000 00
Parish	Montreal & Ottawa			2,000 00			
do	do			500 00			
Chambly Canton.....	Montreal, Portland and Boston				2,500 00		
do Basin.....	do			15,000 00			
Town of Sorel.....	do			10,000 00			
Village of Boucherville.....	Montreal and Sorel			12,000 00	25,000 00		
do Varennes.....	do			600 00			
Parish of St. Roch.....	do			1,000 00			
	do			500 00			14,100 00

No. 10.—STATEMENT of Aid granted to Railways by Municipalities—*Concluded.*

Municipalities.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
NEW BRUNSWICK.							
Hillsboro', Hopewell and Harvey Parishes.	Albert			40,000 00			
Coverdale, Hillsboro', Hopewell and Harvey Parishes.	do			30,000 00	70,000 00		
City of Fredericton	Fredericton			50,000 00			
County of York	do			30,000 00	80,000 00		
Parish of St. George.	*Grand Southern.	2,000 00					
do Pennfield	do	500 00					
Lepreaux	do	500 00	3,000 00				
Town of Fort Fairfield.	New Brunswick.			12,000 00			
do Lynden.	do			11,000 00			
City of Calais.	do and Canada.			12,500 00			
do Houlton.	do			22,000 00	23,000 00		
do St. Stephen.	do			13,000 00	47,500 00		
Town of Chatham.	Northern and Western of New Brunswick.	20,000 00	20,000 00	13,000 00	13,000 00	60,000 00	60,000 00
Parish of Elgin.	+Petitcodiac and Elgin.						
City of St. John.	St. John and Maine.						
NOVA SCOTIA.							
County of King's.	Cornwallis Valley.			27,685 00	27,685 00	100,000 00	100,000 00
Township of Yarmouth.	Western Counties.						
Counties of Yarmouth and Digby.	do			150,000 00	150,000 00		
					177,685 00		100,000 00

MANITOBA.	
City of Winnipeg.....	200,000 00
County of Selkirk.....	35,000 00
Township of St. Andrews.....	35,000 00
Town of Morris.....	100,000 00
County of Westborne.....	75,000 00
Town of Portage la Prairie.....	50,000 00
do Minnedosa.....	30,000 00
Municipality of Shoal Lake.....	20,000 00
do Birtle.....	40,000 00
do Strathclair.....	600 00
Rapid City.....	215,600 00
	10,000 00
BRITISH COLUMBIA.	595,600 00
City of New Westminster.....	37,500 00
NORTH-WEST TERRITORIES.	
Not stated.....	25,000 00

* Now Shore Line. + Now Elgin, Petittodiac and Havelock.

No. 10.—STATEMENT of Aid granted to Railways—Constructed and under Construction—by Government and Municipalities,
30th June, 1891—*Concluded.*
SUMMARY.

—	Loan.	Total.	Bonus.	Total.	Subscrip- tions to Shares or Bonds.	Total.	Grand Totals.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$	cts.
<i>Governments.</i>								
Dominion.....	15,891,533 33		130,899,740 77				146,791,274 10	
Ontario.....	25,000 00		6,161,007 44				6,187,007 44	
Quebec.....	3,722,956 00		10,674,552 12				14,397,508 12	
New Brunswick.....			4,287,346 81		300,000 00		4,587,346 81	
Nova Scotia.....	50,000 00		2,085,995 87				2,135,995 87	
Manitoba.....	1,945,000 00		533,300 00				2,478,300 00	
British Columbia.....		21,635,489 83	37,500 00			300,000 00	37,500 00	
				154,679,443 01				176,614,932 34
<i>Municipalities.</i>								
Ontario.....	535,000 00		9,094,541 78		717,500 00		10,347,041 78	
Quebec.....	2,434,000 00		453,774 00		1,368,000 00		4,255,774 00	
New Brunswick.....	23,000 00		233,500 00		60,000 00		316,500 00	
Nova Scotia.....			177,685 00		100,000 00		277,685 00	
Manitoba.....			595,600 00				595,600 00	
British Columbia.....			37,500 00				37,500 00	
North-West Territories.....			25,000 00				25,000 00	
		2,992,000 00		10,617,600 78		2,245,500 00		15,855,100 78
		24,627,489 33		165,297,043 79		2,545,500 00		192,470,033 12

DOMINION OF CANADA

ANNUAL REPORT

OF THE

DEPARTMENT OF RAILWAYS AND CANALS
CANALS REVENUE BRANCH

FOR THE PAST

FISCAL YEAR FROM 1st JULY, 1890, TO 30th JUNE, 1891

SUBMITTED IN ACCORDANCE WITH THE PROVISIONS OF THE REVISED STATUTE
OF CANADA, CHAPTER 37, SECTION 28

PRINTED BY ORDER OF PARLIAMENT



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1892

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STATISTICS (APPENDIX A)—Continued.
CANALS.

	Details of Traffic arranged Alphabetically.		Details of Through Traffic arranged Alphabetically.		Details of Way Traffic arranged Alphabetically.		Details of Traffic arranged in Classes.		Details of Traffic under various heads.		Tolls accrued each Month on each Canal.		Vessels passed through the Canals; Number, Tonnage and Nationality of.		Comparative Statement showing total movement of Property, Passengers and Vessels for four years ended 30th June, 1891.		Comparative Statement showing Tonnage of Vessels and Goods for four years ended 30th June, 1891.	
	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	Page.	
Welland Canal.....	23	92	27	96	31	100	64	132	70	138	78	144	80	146	84	86	86	
St. Lawrence Canals.....	34	104	38	108	42	112	64	132	70	138	78	144	80	146	84	86	86	
Ottawa Canals.....	46	116	.....	.....	.....	.....	64	133	70	139	78	145	80	147	85	87	87
Chambly Canal.....	50	120	.....	.....	.....	.....	64	132	70	138	78	145	81	147	84	86	86
Rideau Canal.....	53	123	.....	.....	.....	.....	64	133	70	139	79	145	81	147	85	87	87
St. Peter's Canal.....	56	126	.....	.....	.....	.....	64	133	70	139	79	145	82	148	.....	.....	.....
Trent Valley Canals.....	57	127	.....	.....	.....	.....	64	133	70	139	79	145	81	148	.....	.....	.....
Murray Canal.....	60	130	.....	.....	.....	.....	64	133	70	139	79	145	81	147	85	87	87

DEPARTMENT OF RAILWAYS AND CANALS,

CANALS REVENUE BRANCH,

OTTAWA, 6th October, 1891.

To the Secretary

Department of Railways and Canals.

SIR,—I have the honour to submit herewith the statements of Canal Revenues collected during the fiscal year ended 30th June, 1891, with the financial statement respecting the source whence the revenues were derived.

The following summary of revenues accrued shows a decrease of \$3,785 after deducting the refunds made under various Orders in Council modifying the Tariff:

—	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Canal tolls, &c	371,626	345,143	.....	4·43
Hydraulic rents	38,168	37,995	.....	0·45
Minor public works	50	41	.....	18·00
Total	409,844	383,179	.....	6·50
LESS—Refunds	48,391	25,511	.....
Net revenue	361,453	357,668	.....

The following is a comparative statement of the revenues accrued on the following divisions of the canals for the years 1890 and 1891, showing the increases or decreases as compared with the previous year.

—	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Welland Canal	220,160	188,586	.....	14·34
St. Lawrence Canals	70,604	79,919	.....	13·2
Chambly Canal	17,703	20,187	.....	14·03
Ottawa Canals	53,094	47,149	.....	11·19
Rideau Canal	6,782	6,153	.....	9·29
St. Peter's Canal	2,453	1,707	.....	30·41
Trent Valley Canal	238	731	.....	23·49
Murray Canal	592	711	.....	198·74
Total	371,626	345,143	.....
LESS—Refunds	48,138	25,511	.....
Net Revenue	323,488	319,632	.....

The following statement will exhibit the increases and decreases upon the Welland Canal and the classes of articles upon which they arose:—

	1889-90.	1890-91.	Increase.	Decrease.
	\$	\$	Per cent.	Per cent.
Vessels	19,295	15,907	.....	17·56
Passengers	207	354	71·01	
Produce of the forest.....	29,698	20,157	.....	32·12
do animals	331	176	.....	46·82
do agriculture	109,970	94,330	.....	14·22
Manufactures and merchandise	56,291	56,407	2	
Total tolls.....	215,792	187,331		
Fines and damages.....	4,367	1,255		
Total	220,159	188,586		
LESS—Refunds	47,251	24,914		
Net revenue.....	172,888	163,672		

The decrease in the amount of tolls refunded as shown above is due to the fact that no refunds of tolls on grain were made during the months of May and June, in consequence of an Order in Council of 18th May, 1891, authorizing such refunds to be made at the close of navigation and not during the season as heretofore.

The total quantity of freight transported on the several divisions of the canals and classified as under, is as follows:—

Canals.	Farm Stock.	Forest Produce of Wood.	Manu- factures.	Merchandise	Agricultural Products.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Welland	54	138,205	23,104	317,044	481,095	959,502
St. Lawrence.....	1,107	126,128	67,280	348,696	286,093	829,304
Chambly	234	98,868	3,218	118,830	3,914	225,064
Ottawa	1,167	622,329	844	11,483	5,155	640,978
Rideau	38	74,530	2,336	20,728	3,055	100,687
St. Peter's		2,619		19,232	7,668	29,519
Murray	25	4,124	1,659	4,205	3,572	13,585
Trent Valley.....		23,038	20	582	35	23,675

It will be seen by the following figures that the largest quantity of freight passed through the Welland Canal since 1867 was during the fiscal year of 1874, when the quantity was 1,540,081 tons.

The smallest quantity passed through in any one year was 1882, when the quantity decreased to 644,727 tons, in 1890 the quantity increased to 1,104,553 tons, and decreased in 1891 to 959,502 tons.

The largest tonnage passed through the Welland Canal between the United States ports for the same period was during the fiscal year 1871, the quantity being 747,756 tons; the quantity however decreased to 191,817 tons in 1882, but has since gradually increased to 563,856 tons in 1891.

The following statement shows the total quantity of freight passed through the Welland Canal, and the quantity passed between United States ports during the fiscal years ended 30th June, 1867 to 1891, inclusive:—

Years.	Total quantity transported on the Welland Canal, Tons.	Quantity from United States ports to United States ports, Tons.
1867.....	933,260	458,386
1868.....	1,161,821	641,711
1869.....	1,231,903	688,700
1870.....	1,311,956	747,756
1871.....	1,478,122	772,567
1872.....	1,319,996	638,039
1873.....	1,391,692	634,913
1874.....	1,540,081	703,185
1875.....	1,142,853	595,217
1876.....	1,121,802	524,197
1877.....	1,126,429	482,878
1878.....	1,091,898	448,413
1879.....	918,924	361,304
1880.....	896,122	248,944
1881.....	798,809	196,285
1882.....	644,727	191,817
1883.....	861,634	337,619
1884.....	965,830	417,972
1885.....	839,521	416,825
1886.....	934,862	443,961
1887.....	838,587	387,109
1888.....	827,300	387,555
1889.....	938,254	464,415
1890.....	1,104,553	550,844
1891.....	959,502	563,856

The statements of the quantity of grain transhipped at Ports Colborne and Kingston, and comparative statements of the movement of traffic on the different routes competing for the carrying trade from the west to the sea-board will be given in the supplementary report for the season of navigation.

I have the honour to be, Sir,

Your obedient servant,

B. H. TEAKLES.

CANALS,

No. 1.—COLLECTORS of Canals Tolls,

DR.

(For Details, see

Balances due by Collectors, &c., 1st July, 1890.	CANAL REVENUE.				Total Canal Reve- nue Accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1,232 41	126,409 73	.....	6 00	.....	126,415 73	112 08	127,760 22
100 13	59,246 37	.....	.....	.....	59,246 37	193 21	59,539 71
161 60	340 82	.....	.....	.....	340 82	497 67	1,000 09
0 50	18 76	.....	.....	.....	18 76	.....	19 26
60 32	706 36	.....	.....	81 59	787 95	293 00	1,141 27
.....	554 57	.....	1,147 38	20 00	1,721 95	2,670 76	4,392 71
2 54	54 95	.....	.....	.....	54 95	.....	57 49
1,557 50	187,331 56	.....	1,153 38	101 59	188,586 53	3,766 72	193,910 75
.....
.....	790 28	.....	105 55	.....	895 83	3,852 50	4,748 33
296 51	17,652 66	.....	5 00	.....	17,657 66	790 00	18,744 17
172 55	773 65	.....	5 00	.....	778 65	575 00	1,526 20
116 97	2,940 74	21 36	4 00	1,588 83	4,554 93	.....	4,671 90
.....	25,982 04	4,655 85	297 50	10,963 62	41,899 01	19,753 48	61,652 49
291 87	14,133 40	.....	.....	.....	14,133 40	.....	14,425 27
877 90	62,272 77	4,677 21	417 05	12,552 45	79,919 48	24,970 98	105,768 36
.....
187 76	6,424 36	.....	4 00	.....	6,428 36	70 00	6,686 12
.....	13,268 05	.....	.....	.....	13,268 05	.....	13,268 05
57 92	487 83	.....	2 75	.....	490 58	.....	548 50
245 68	20,180 24	.....	6 75	.....	20,186 99	70 00	20,502 67
.....
.....	27,510 23	.....	.....	.....	27,510 23	.....	27,510 23
594 08	18,212 83	.....	.....	.....	18,212 83	5 00	18,811 91
28 80	180 40	.....	.....	8 00	188 40	20 00	237 20
91 34	1,237 29	.....	.....	.....	1,237 29	.....	1,329 63
714 22	47,140 75	.....	.....	8 00	47,148 75	25 00	47,887 97
.....
.....	4,094 36	12 20	5 00	176 00	4,287 56	564 75	4,852 31
.....	1,432 25	.....	.....	.....	1,432 25	105 50	1,537 75
.....	428 38	.....	1 00	3 78	433 16	60 90	494 06
.....	5,954 99	12 20	6 00	179 78	6,152 97	731 15	6,884 12
203 10	1,528 85	.....	.....	177 91	1,706 76	.....	1,909 86
131 57	672 86	.....	38 16	.....	711 02	.....	842 59

1890-91.

in Account with Revenue.

Appendix A.)

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balances due by Collectors, &c., 30th June, 1891.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
<i>Welland Canal.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne.....	127,263 87	105 56	390 79	127,760 22
Port Dalhousie.....	59,346 50	193 21		59,539 71
Dunnville.....	307 37	574 34	118 38	1,000 09
Port Maitland.....	19 26			19 26
Port Robinson.....	755 62	293 00	92 65	1,141 27
St. Catherines....	1,721 95	2,670 76		4,392 71
Chippawa.....	46 46		11 03	57 49
Totals.	189,461 03	3,836 87	612 85	193,910 75
<i>St. Lawrence Canals.</i>				
Beauharnois.....	800 13	3,852 50	95 70	4,748 33
Cornwall.....	16,882 95	790 00	1,071 22	18,744 17
Cardinal.....	820 20	706 00		1,526 20
Lachine.....	4,661 73		10 17	4,671 90
Montreal.....	41,899 01	19,753 48		61,652 49
Kingston.....	14,242 03		183 24	14,425 27
Totals.	79,306 05	25,101 98	1,360 33	105,768 36
<i>Chambly Canal.</i>				
Chambly.....	6,306 23	70 00	309 89	6,686 12
St. John's.....	13,268 05			13,268 05
St. Ours.....	499 77		48 73	548 50
Totals.	20,074 05	70 00	358 62	20,502 67
<i>Ottawa Canals.</i>				
Ottawa.....	27,510 23			27,510 23
Grenville.....	18,484 44	5 00	322 47	18,811 91
Carillon.....	190 11	20 00	27 09	237 20
St. Anne's Lock.....	1,193 21		135 42	1,328 63
Totals.	47,377 99	25 00	484 98	47,887 97
<i>Rideau Canal.</i>				
Ottawa.....	4,287 56	564 75		4,852 31
Kingston Mills.....	1,432 25	105 50		1,537 75
Smith's Falls.....	433 16	60 90		494 06
Totals.	6,152 97	731 15		6,884 12
<i>St. Peter's Canal.</i>	1,794 78		115 08	1,909 86
<i>Murray Canal—Brighton</i>	796 52		46 07	842 59

CANALS,

No. 1.—COLLECTORS of Canals Tolls,

DR.

(For Details, see

Balances due by Collectors, &c., 1st July, 1890.	CANAL REVENUE.				Total Canal Reve- nue Accrued.	Hydraulic Rents and Revenue from Public Works, <i>Vide</i> Statements Nos. 3 and 4.	Total.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.			
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
18 00	59 51	.....	.....	.....	59 51	.....	77 51
50 73	341 96	.....	.....	50 00	391 96	.....	442 69
2 39	34 96	.....	.....	.....	34 96	50 00	87 35
1 50	28 70	.....	.....	.....	28 70	180 00	210 20
38 09	163 23	.....	.....	.....	163 23	6 00	207 32
.....	52 75	.....	.....	.....	52 75	.....	52 75
110 71	681 11	.....	.....	50 00	731 11	236 00	1,077 82
3,840 68	325,763 13	4,689 41	1,621 34	13,069 73	345,143 61	29,799 85	378,784 14
					25,511 56	.....	.....
					319,632 05	.....	.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

1890-91.—Continued.

in Account with Revenue.

Appendix A.)

CR.

COLLECTION DIVISIONS.	DEPOSITED TO THE CREDIT OF THE RECEIVER GENERAL.		Balances due by Collectors, &c., 30th June, 1891.	Total.
	On account of Canal Revenue.	On account of Hydraulic Rents and other Public Works.		
<i>Trent Valley Canal.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....Burleigh	58 75	.....	18 76	77 51
.....Bobcaygeon.....	391 06	.....	51 63	442 69
.....Fenelon Falls.....	35 10	50 00	2 25	87 35
.....Hastings	25 95	180 00	4 25	210 20
.....Peterboro'	179 35	6 00	21 97	207 32
.....Buckhorn.....	32 00	.....	20 75	52 75
.....Totals.....	722 21	236 00	119 61	1,077 82
.....Grand total.....	345,685 60	30,001 00	3,097 54	378,784 14
.....LESS—Refunds per Statement No. 5..				
.....Net revenue.				

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

HYDRAULIC AND OTHER RENTS.
No. 2.—SUMMARY Statement of Lessees' Account.
(For details, see Appendix A, No. 28.)

Balance due 1st July, 1890.	Accrued during the Year ended 30th June, 1891.	Total.	Name of Work.	Abatement Authorized.	Paid into hands of Collector, vide Statement No. 1.	Deposited to the credit of the Receiver General.	Balance due 30th June, 1891.	Total.
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
23,346 92	7,324 40	30,671 32	Welland Canal.....	50 00	3,725 58	.....	26,895 74	30,671 32
6,626 62	1,118 00	7,744 62	Williamsburg Canal.....	.....	575 00	.....	7,169 62	7,744 62
792 50	815 00	1,607 50	Cornwall do.....	10 00	790 00	.....	807 50	1,607 50
3,627 50	2,588 00	6,215 50	Beauharnois do.....	.....	3,832 50	.....	2,363 00	6,215 50
18,393 86	24,559 06	42,952 92	Lachine do.....	20 00	19,752 48	.....	23,180 44	42,952 92
136 84	245 00	381 84	Chambly do.....	.....	70 00	.....	311 84	381 84
7,059 70	1,220 20	8,279 90	Rideau do.....	51 25	731 15	.....	7,472 50	8,279 90
226 00	125 00	351 00	Sundry Canals.....	.....	262 00	.....	89 00	351 00
			Land Sales.					
354 18	.....	354 18	.....	.....	.....	.....	354 18	354 18
60,564 12	37,994 66	98,558 78	.....	131 25	29,758 71	.....	68,643 82	98,558 78

Accrued..... \$ 37,994 66
Less refunded..... 32 00
\$ 37,962 66

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

No. 3.—MINOR PUBLIC WORKS, 1890-1891.

Balances due 1st July, 1890.	Accrued during Year ended 30th June, 1891.	Totals.	Works.	Deposited to the credit of the Receiver General, <i>Vide</i> State- ment No. 1.	Balances due 30th June, 1891.	Total.
\$ cts.	\$ cts.	\$ cts.	<i>Harbours.</i>	\$ cts.	\$ cts.	\$ cts.
5 98	29 58	35 56	.... Port Colborne..	35 56	..... ..	35 56
.....	11 56	11 56	.... Port Dalhousie.. . . .	11 56	..... ..	11 56
5 98	41 14	47 12	..... Total	47 12	..... ..	47 12

B. H. TEAKLES,
Chief Clerk Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

No. 4.—STATEMENT of the Amount of Fines and Damages collected, for violation of the Canal Regulations, giving the particular in each case why the penalty was imposed, during the fiscal year ended 30th June, 1891.

Date.	Name of Vessel.	Name of Owner or other Person chargeable.	Particulars.	Fines.	Damages.	Totals.
				\$ cts.	\$ cts.	\$ cts.
1890.			<i>Welland Canal.</i>			
Aug. 16.....	Tug "Norris",	James Norris.....	For violating Canal Regulations, sec. 22.....	5 00		
Nov. 4.....	Scow "Victoria"	Unknown.....	Scow "Victoria" abandoned on bank of Welland Canal	6 00		
1891.						
Jan. —.....	Stm. Bge. "Marshall"	D. Whitney.....	Damages to Bridge 15.....		175 00	
do —.....	do "do"	Jas. Webster.....	Lock tender fine.....		41 65	
June 30.....	do "Tecumseh"	Capt. W. Hanson.....	Damage to Locks No. 22 and 25.....	10 00	840 73	
do —.....	Bge. "Samoa"	Jas. McKenzie.....	do Lock No. 18.....		75 00	
do —.....	Str. "C. W. Whitmore"	Capt. James Hastings.....	do do 21.....			
			Total, Welland Canal.....	21 00	* 1,132 38	1,153 38
1890.			<i>St. Lawrence Canals.</i>			
July 18.....	Bge. "Fame"	P. Laplante.....	For violating sec. 26 of Canal Regulations, Lock No. 2.	20 00		
do 22.....	do "William"	L. Latour.....	For not obtaining Let-Pass.....	5 00		
Aug. 11.....	Str. "Eveline"	H. Dobell & Co.....	For unnecessary blowing her whistle.....	10 00		
do 15.....	do "Aval"	J. Cowley.....	For violating sec. 107 of Canal Regulations.....	4 00		
do 26.....	do "Cholmley"	Carbrey & Rooth.....	For violating sec. 25, Canal Regulations.....	10 00		
do 26.....	do do	do do	For damages to masonry at Lock No. 2.....		200 00	
do 28.....	Bge. "Beaumont"	N. Gamlin.....	For allowing barge to run into Lock No. 24 without checking, &c.....	5 00		
Sept. 3.....	Str. "Corinthian"	R. & O. Navigation Co.....	For evading payment of canal tolls at Cornwall.....	27 50		
do 29.....	Schooner "Prussia"	Capt. Alex. Milligan.....	For neglecting to report.....	5 00		
Oct. 3.....	Bge. "Quebec"	P. Laplante.....	For evasion of wharfage dues.....	5 00		
do 3.....	do do	do do	do do do	5 00		
do 4.....	do "J. Bright"	do do	do do do	5 00		
do 4.....	do "Gypsaun"	do do	do do do	5 00		
Nov. 1.....	Bge. "Jennie"	Montreal Transportation Co.....	For violating sec. 26 of Canal Regulations at Locks No. 8 and 10, on 15th October, 1890.....	20 00		
1891.						
May 2.....	Bge. "Broder Demers"	D. Lerouise.....	For non-payment of dues.....	5 00	5 00	
June 17.....	Dredge "St. Joseph"	N. K. and M. Connolly.....	For damage to a guard post, Lock No. 8, 2nd June, 1891		60 55	
do 17.....	Bge. "Jennie"	Montreal Transportation Co.....	For damage to St. Timothy bridge, on 16th May, 1890.			

do	17....	do	do	do	For having broken a bumping post, Lock No. 9, on 9th Sept., 1890.....	.....	20 00	.....	417 05
1890.										
Aug. 23....	Bge. "W. Henry"	Capt. Arpin	.....	.....	Total, St. Lawrence Canals.....	131 50	285 55	.....	.....
do 23....	do "St. Jean Baptiste"	Capt. Lavalée	.....	.....		.....	2 00	.....	.....
do 11....	Str. "James"	Gédéon Lebrun	.....	.....		2 00	2 00	.....	.....
Sept. 8....	Boat "St. Joseph"	E. Lussier	.....	.....		.....	0 75	.....	.....
Total, Chambly Canal.....						2 00	4 72	.....	6 75
1890.										
Aug. 11....	.....	Mr. Bulger	.....	.....	Total, Rideau Canal.....	1 00	.....	.....	.....
Nov. 29....	Str. "Minnie Bell"	Henry Shaver	.....	.....		5 00	.....	.....	6 00
Total, Rideau Canal.....						6 00	.....	.....	.....
1890.										
Dec. 31....	Str. "Ocean"	W. A. Geddes	.....	.....	Total, Murray Canal.....	.....	38 16	.....	38 16
Total fines and damages.....						.....	.....	.....	1,621 34

* These amounts were paid to the collector of canal tolls at St. Catharines, by Mr. Ellis, superintendent of the Welland Canal.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

CANALS,

No. 5.—COLLECTORS of Canal Tolls

(For Details, see

DR.

Amounts received from Department to meet Expenditure.	Deductions from Salaries for Super- annuation.	Balances due to Collectors 30th June, 1891.	Total.	COLLECTION DIVISIONS.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	
3,383 99	65 00	.....	3,448 99	<i>Welland Canal.</i>
2,180 97	38 00	.....	2,218 97	Port Colborne.....
770 25	15 00	.....	785 25	Port Dalhousie.....
600 00	10 00	.....	610 00	Dunnville.....
737 41	14 40	.....	751 81	Port Maitland.....
196 00	4 00	.....	200 00	Port Robinson.....
128 75	2 00	.....	130 75	St. Catharines.....
7,997 37	148 40	.....	8,145 77	Chippawa.....
				..... Total.....
1,293 66	17 00	.....	1,310 66	<i>St. Lawrence Canals.</i>
1,222 99	5 00	.....	1,227 99	Beauharnois.....
1,851 37	0 64	.....	1,852 01	Cardinal.....
1,197 87	22 00	.....	1,219 87	Cornwall.....
2,150 25	34 00	.....	2,184 25	Kingston.....
8,487 25	123 68	.....	8,610 93	Lachine.....
16,203 39	202 32	.....	16,405 71	Montreal.....
				..... Total.....
1,567 90	26 25	.....	1,594 15	<i>Chambly Canal.</i>
1,491 85	24 25	.....	1,516 10	Chambly.....
622 74	.....	.....	622 74	St. John's.....
3,682 49	50 50	.....	3,732 99	St. Ours.....
				..... Total.....
823 32	16 00	.....	839 32	<i>Ottawa Canals.</i>
1,167 11	20 00	.....	1,187 11	Carillon.....
1,543 51	6 25	.....	1,549 76	Grenville.....
3,533 94	42 25	.....	3,576 19	St. Anne's Lock.....
				..... Total.....
458 08	8 00	.....	466 08	<i>Rideau Canal.</i>
2,203 74	40 00	.....	2,243 74	Kingston Mills.....
336 05	6 00	.....	342 05	Ottawa.....
2,997 87	54 00	.....	3,051 87	Smith's Falls.....
				..... Total.....
196 00	4 00	.....	200 00	<i>St. Peter's.</i>
17 75	.....	.....	17 75	Murray Canal.....
70 21	.....	.....	70 21	Trent.....
2,357 99	36 00	.....	2,393 99	Inspector of Canals.....
845 82	.....	.....	845 82	Queen's Printer.....
214 37	.....	.....	214 37	Stationery.....
2,757 52	.....	.....	2,757 52	General.....
40,874 72	537 47	.....	41,412 19	Grand Totals.....

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

1890-91.

in Account with Expenditure.

Appendix B.)

Cr.

Balances due to Collectors 1st July, 1890.	EXPENDITURE AUTHORIZED BY THE DEPARTMENT.					Total.
	Salaries.	Special Assistance.	Rent.	Travelling Expenses.	Sundries.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
.....	3,250 00	.....	192 00	.....	6 99	3,448 99
.....	1,900 00	.....	25 00	150 00	143 97	2,218 97
.....	750 00	.....	.....	.....	35 25	785 25
.....	500 00	.....	100 00	.....	10 00	610 00
.....	720 00	.....	.....	1 90	29 91	751 81
.....	200 00	.....	.....	.....	.....	200 00
.....	100 00	.....	25 00	.....	5 75	130 75
.....	7,420 00	.....	342 00	151 90	231 87	8,145 77
.....
.....	1,216 00	.....	.....	6 00	88 66	1,310 66
.....	1,150 00	.....	50 00	10 50	17 49	1,227 99
.....	1,633 32	142 50	.....	.....	76 19	1,852 01
.....	1,100 00	.....	45 00	.....	74 87	1,219 87
.....	1,700 00	.....	360 00	19 80	104 45	2,184 25
.....	7,383 34	.....	525 00	.....	702 59	8,610 93
.....	14,182 66	142 50	980 00	36 30	1,064 25	16,405 71
.....
.....	1,500 00	.....	.....	48 06	46 09	1,594 15
.....	1,400 00	.....	.....	.....	116 10	1,516 10
.....	600 00	.....	.....	.....	22 74	622 74
.....	3,500 00	.....	.....	48 06	184 93	3,732 99
.....
.....	800 00	.....	.....	.....	39 32	839 32
.....	1,000 00	.....	50 00	.....	137 11	1,187 11
.....	1,500 00	.....	.....	.....	49 76	1,549 76
.....	3,300 00	.....	50 00	.....	226 19	3,576 19
.....
.....	400 00	.....	.....	33 00	33 08	466 08
.....	2,000 00	.....	.....	15 18	228 56	2,243 74
.....	300 00	.....	.....	5 85	36 20	342 05
.....	2,700 00	.....	.....	54 03	297 84	3,051 87
.....
.....	200 00	.....	.....	.....	17 75	200 00
.....	.....	53 20	.....	3 50	13 51	70 21
.....	1,800 00	.....	.....	521 10	72 89	2,393 99
.....	.....	.....	.....	.....	845 82	845 82
.....	.....	.....	.....	.....	214 37	214 37
.....	.....	.....	.....	.....	2,757 52	2,757 52
.....	33,102 66	195 70	1,372 00	816 89	5,926 94	41,412 19

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 6.—REFUNDS, 1890-91.
CANAL TOLLS.

Canal.	To whom Paid.	Date.	Office.	Refunds of Tolls on	Under what Authority Refunded.	Amount.	Total.
						\$ cts.	\$ cts.
Welland	K. & M. Forwarding Co.	July 14.	Port Colborne	Grain	Refunded under Revised Statutes, chap. 29, sec. 8.	216 00	
do	J. Macdonald	do 14.	do	do	do	197 46	
do	A. E. Hume	do 14.	do	do	do	119 52	
do	Montreal Transport Co.	do 19.	do	do	do	2,799 00	
do	Æ. D. Mackay's Sons	do 22.	do	do	do	90 72	
do	F. H. Taylor	do 22.	do	do	do	176 40	
do	J. Macdonald	do 31.	do	do	do	108 00	
do	K. & M. Forwarding Co.	Aug. 2.	do	do	do	581 22	
do	J. B. Fairgrieve & Son	do 4.	do	do	do	99 90	
do	Montreal Transport Co.	do 7.	do	do	do	3,830 94	
do	K. & M. Forwarding Co.	do 7.	do	do	do	425 88	
do	Æ. D. Mackay's Sons	do 7.	do	do	do	94 50	
do	A. M. Robertson	do 26.	do	do	do	189 00	
do	Æ. D. Mackay's Sons	do 26.	do	do	do	94 68	
do	H. A. Young	do 26.	do	do	do	163 44	
do	J. Macdonald	do 26.	do	do	do	91 80	
do	A. E. Hume	do 28.	do	do	do	217 08	
do	J. B. Fairgrieve & Son	do 28.	do	do	do	99 90	
do	Æ. D. Mackay's Sons	Sept. 2.	do	do	do	91 80	
do	do	do 2.	do	do	do	41 22	
do	K. & M. Forwarding Co.	do 2.	do	do	do	231 48	
do	J. A. Macdonald	do 2.	do	do	do	110 70	
do	F. H. Taylor	do 2.	do	do	do	171 36	
do	Æ. D. Mackay's Sons	do 18.	do	do	do	90 72	
do	K. & M. Forwarding Co.	do 20.	do	do	do	356 40	
do	do	do 24.	do	do	do	661 32	
do	Æ. D. Mackay's Sons	do 24.	do	do	do	91 80	
do	Montreal Transport Co.	do 24.	do	do	do	4,122 18	
do	F. H. Taylor	Oct. 2.	do	do	do	164 34	
do	H. A. Young	do 2.	do	do	do	215 10	
do	J. A. Macdonald	do 16.	do	do	do	110 70	
do	K. & M. Forwarding Co.	do 16.	do	do	do	553 68	
do	J. B. Fairgrieve & Son	do 16.	do	do	do	94 50	

[illegible]

No. 6.—REFUNDS, 1890-91—*Concluded.*
CANAL TOLLS.

Canal.	To whom Paid.	Date.	Office.	Refund of Tolls on	Under what Authority Refunded.	Amount.	Total.
		1891.				\$ cts.	\$ cts.
do	D. Murphy & Co.	June 11.	Ottawa & Grenville	Unused let-passes	.....	11 57	
do	do	do 11.	do	do	.....	31 63	
do	Geo. Harris	do 11.	do Ste. Anne's	Overpayment of tolls	.....	13 84	
				Total refunds, Ottawa Canal	.....		109 88
Chambly	Bissett & Donaghy	Nov. 20.	St. John's	Unused let-passes	.....		22 12
				Total	.....		25,511 56

HYDRAULIC RENTS REFUNDS.

St. Lawrence	G. P. Anderson	April 3.	Cardinal	Overcharged rent, land taken by Dept	32 00
				

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

No. 6.—REFUNDS, 1890-91—RECAPITULATION—Continued.

CANAL TOLLS—Concluded.

Canal.	To whom Paid.	Date.	Office.	Refund of Tolls on	Under what Authority Refunded.	Amount.	Total.
						\$ cts.	\$ cts.
Welland	K. & M. Forwarding Co.....	1890-91.	Port Colborne	Grain	Refunded under R. S., Cap. 29, Sec. 8.	5,237 10	
do	J. Malcolmson.....	.....	do	do	do	636 66	
do	A. E. Hume .....	.....	do	do	do	642 24	
do	Montreal Trans. Co.....	.....	do	do	do	15,913 62	
do	A. E. D. Mackay's Sons.....	.....	do	do	do	834 48	
do	F. H. Taylor.....	.....	do	do	do	512 10	
do	J. B. Fairgrieve & Son.....	.....	do	do	do	294 30	
do	A. M. Robertson.....	.....	do	do	do	361 62	
do	H. A. Young .....	.....	do	do	do	481 86	24,913 98
do	Capt. N. J. Wigle.....	.....	St. Catharines and Dalhousie.....	Overpaid tolls on excursions.....	do	33 94	
do	Capt. J. Read .....	.....	Dalhousie	do	do	5 80	39 74
St. Lawrence	Rev. J. Metzler.....	1890.	Williamsburg.....	Total refunds, Welland Canal .....	.....	.....	24,953 72
do	Montreal Trans. Co.....	Sept. 22.	Cornwall and Montreal.....	Excursion .....	.....	13 50	
do	do	Nov. 3.	do	Material for canal construction .....	.....	56 32	
do	do	Dec. 24.	Cornwall	Overpayment on R. R. iron .....	.....	17 35	
do	do	do 24.	do	Grain .....	.....	45 12	
do	K. & M. Forwarding Co.....	.....	do	do .....	.....	186 92	
do	Drummond, McCall & Co.....	1891.	.....	Overcharge of wharfage on pig iron .....	.....	8 40	
do	Capt. O. Gillespie.....	Feb. 2.	Lachine	Overcharge owing to difference in registered tonnage of vessel .....	.....	98 23	
do .....	.....	April 6.	do .....	.....	.....	.....
Ottawa	D. Murphy & Co.....	1890.	.....	Total refunds, St. Lawrence Canal .....	.....	.....	425 84
do	do	Aug. 25.	Grenville	Tolls twice paid .....	.....	35 57	
do	do .....	.....	Ottawa & Grenville	Unused let-passes .....	.....	60 47	

No. 6.—REFUNDS, 1889-90—*Concluded.*CANAL TOLLS—*Continued.*

Canal.	To whom Paid.	Date.	Office.	Refund of Tolls on	Under what Authority Refunded.	Amount.	Total.
						\$ cts.	\$ cts.
Ottawa.....	Geo. Harris.....	June 11. 1891.	Ottawa & St. Anne's	Overpayment of tolls.....	.....	13 84	109 88
Chambly.....	Bissett & Donaghy.....	Nov. 20..	St. John.....	Total refunds, Ottawa Canals.. Unused let-passes.....	..... .....	..... .....	22 12 25,511 56

HYDRAULIC RENTS REFUNDS.

St. Lawrence...	G. P. Anderson.....	April 3..	Cardinal.....	Overcharged rent, land taken by Department.....	32 00
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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
Ashes, pot and pearl		7									45				
Apples		104						38			131				
Agricultural products not enumerated, vegetable											219				
Agricultural products not enumerated, animal											14				
Agricultural implements											8,247				
Barley			1,710			6,537			1,710	6,537	256				
Bricks	94		31		79	4			204	4	25				
Bones	1								1		0				
Brunstone					680				680		680				
Cement and water lime	3			5	413				416		421				
Clay, lime and sand	120	135			120				120		135				
Coal					194,973				214,989		236,290				
Corn			3			1,382			19,919		248,314				
Cattle	2					165,674			3		2				
Cotton, raw															
Crockery and earthenware	5								5		5				
Dye wood and dye stuffs															
Fish		49			170				170		219				
Flax and hemp															
Flour		5,171				10,373			210		15,754				
Furniture	1		8		1	16			3		29				
Gypsum, crude											205				
Glass, all kinds	3		30		6				1		40				
Hay, pressed															
Hogs															
Horses	34	10	3		1	1			38		52				
Hides and skins, horns and hoofs					73				73		73				
Ice			3,100		1,200				4,300		4,300				
Iron, railway															
" pig															

No. 7. —GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Continue I.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	\$	cts.	\$	cts.	\$	cts.
Iron, all other	17	494	222	5,238	587				826	494					1,320	220 63
Iron ore									5,238						5,238	261 90
Kryolite chemical ore and other ore, except iron															3,094	154 70
Lard and lard oil.			2	108	1	1,620			2	109					111	21 80
Meal, all kinds.	1		1	25,999		1	232		2	26,231					26,233	5,246 50
Meats, other than pork			16	16		16			16	16					32	5 60
Marble.					4,931				4,931						4,931	739 65
Manilla.					114				114						114	17 10
Molasses.					74				75						75	11 25
Nails.	65	146	58						123						123	10 22
Oats.	7		2						56						56	2 31
Oil, in barrels.															28,645	5,728 25
Oil cake									6						6	1 20
Pease															2	0 40
Potatoes.	16	390	12			14			28	404					404	80 80
Pork.			2			65			2	398					1	0 20
Paint.	8		3						176						176	25 36
Pitch and tar.			266						603						603	90 45
Rags.	337															
Rye.			480						817						817	122 55
Rosin.																
Salt	14	1,102	105						361	1,102					1,463	272 98
Stone intended for cutting																
do wrought	195	380								6,897					6,897	1,379 40
do not suitable for cutting, unwrought.									195	202					397	44 06
Seeds, all kinds	271	98							6,933	98					7,031	681 68
Sheep									18	131					149	28 90
Soda ash.	2															
Steel									980						980	146 74
Sugar	91		26						226						226	33 90
Spirits, beer, &c.	14	98	12												855	117 53
Tobacco, raw	2	1	1						3	270					296	54 00
Tallow									58	54					112	19 50

Tin	1								1	0 02			0 02
Turpentine	2,369	27,135			32,817			88,605	2,369	148,557	150,926	29,566 10	29,610 58
Wheat									3		3	0 45	0 45
White lead	1								1		1	0 15	0 15
Whiting											166	33 20	33 20
Wool					166								
All other goods and merchandise not enumerated.	743	201			2,229			178	35,185	2,608	37,793	5,192 92	5,678 46
Bark													
Barrels, empty					46								
Firewood, in vessels	3,021	9,591			7				78	53	131	14 84	17 31
Lumber, sawn, in vessels	226	5,875			7,097			3,707	3,741	9,591	13,332	100 66	572 86
do rafts		15							226	56,345	56,571	9,744 83	9,751 04
Masts, spars and telegraph poles, in vessels		1								15	15	2 03	2 03
Masts, spars and telegraph poles, in rafts.	23	3								1	1	0 25	0 25
Railway ties, in vessels		10							23	3	26	0 58	0 83
do rafts					197				207		207	19 70	19 70
Saw logs	403	3,765			591				403	4,356	4,759	224 53	246 45
Staves and headings, barrel													
do pipe								114		114	114	21 31	21 31
do West India								36		36	36	6 75	6 75
Staves, salt barrel													
Shingles										14	14	9 60	9 60
Timber, square, in vessels	1	10,649			14			52,100	1	62,749	62,750	9,519 83	9,519 98
do rafts	32	22							32	22	54	2 61	5 92
Traverses													
Woodenware and wood partly manufactured													
Total freight paying tolls...					4			1	4	1	5	0 40	2 00
Free Articles having paid Full Tolls on the St. Lawrence Canals—	8,122	65,453			246,977		20,063	256,524	287,535	645,696	933,231	51,563 16	171,070 62
Ashes, pot and pearl													
Agricultural products, vegetable...													
Bricks									10		10		
Cement and water lime	97				149				23		23		
Clay, lime and sand	2								308		308		
Crockery and earthenware	58				8				381		381		
Fish									23		23		
Flax and hemp									124		124		
Glass, all kinds	2								20		20		
Iron, railway	14,125								1		1		
do pig	20								16		16		
do all other	551								14,186		14,186		
Lard and lard oil									76		76		
Meats, other than pork									706		706		
									72		72		
									1		1		

APPENDIX A—Continued—CANALS.

No. 8.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	\$
Ashes, pot and pearl.....															
Apples.....		7									45			9 00	9 00
Agricultural products not enumerated, vegetable.....											27		4 05		4 05
Agricultural products not enumerated, animal.....											1		2 70	0 20	2 90
Agricultural implements.....											14			2 80	2 80
Barley.....											1,710			1,307 40	1,563 90
Bricks.....	50		31		79	4			1,710	6,537	8,247			0 80	24 80
Bones.....									160	4	164				
Brimstone.....															
Cement and water lime.....									680		680		102 00		102 00
Clay, lime and sand.....									413		413		61 95		61 95
Coal.....															
Corn.....					194 973	1,382	20,010	19,919	214,983	21,301	236,284		42,996 60	2,977 10	45,973 70
Cattle.....			3			165,674		82,638	3	248,312	248,315		0 45	49,662 40	49,662 85
Fish.....	49								170	49	219		25 50	9 80	35 30
Flax and hemp.....															
Flour.....															
Furniture.....						10,373		210	10,583	10,583	10,583		2,116 60		2,116 60
Gypsum.....					1	16		3	9	19	28		1 35	3 80	5 15
Glass, all kinds.....															
Hay, pressed.....	2		30		6			1	38	1	39		5 70	0 20	5 90
Hogs.....															
Horses.....															
Hides and skins, horns and hoofs.....									4	4	8		0 60	0 80	1 40
Ice.....									73		73		10 95		10 95
Iron, railway.....									4,300		4,300		215 00		215 00
do pig.....															
do all other.....	493		222						809	493	1,302		121 35	98 60	219 95
do ore.....									5,238		5,238		261 90		261 90

No. 8—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.		Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.			\$	cts.	\$	cts.	\$	cts.
Kryolite chemical ore and other ore, except iron.							1,474				3,094				154 70		154 70	
Lard and lard oil.							168		2	169	111		0 30		21 80		22 10	
Meal, all kinds.	1						232			26,231	26,231		0 30		5,246 20		5,246 50	
Meats, other than pork.							16		16	16	32		2 40		3 20		5 60	
Manilla.									114		114		17 10				17 10	
Marble.							4,931		4,931		4,931		739 65				739 65	
Molasses.							74		75		75		11 25				11 25	
Nails.									60		60		9 00				9 00	
Oats.									2		2		0 30		1 20		1 50	
Oil, in barrels.															0 40		0 40	
Oil cake.															80 80		80 80	
Pease.		390							12		13		1 80		0 20		2 00	
Potatoes.									2		400		0 30		79 60		79 90	
Pork.							333		168		168		25 20				25 20	
Paint.									603		603		90 45				90 45	
Pitch and tar.																		
Rags.	337																	
Rye.																		
Rosin.									817		817		122 55				122 55	
Salt.	2	1,102																
Stone intended for cutting.		380							349		1,102		52 35		220 40		272 75	
do wrought.											6,897				1,379 40		1,379 40	
do not suitable for cutting, unwrought.											202				40 40		40 40	
Seeds, all kinds.									6,662		6,662		666 20				666 20	
Sheep.									18		131		2 70		26 20		28 90	
Soda ash.																		
Steel.									978		978		146 70				146 70	
Sugar.									226		226		33 90				33 90	
Spirits, beer, &c.	9								773		773		115 95		54 00		115 95	
Tobacco, raw.	12	98					16		24		294		3 60				57 60	
Tallow.	2	1							3		4		0 45		0 20		0 65	
Tin.							54		58		54		8 70		10 80		19 50	
Turpentine.																		

Wheat.....	24,081	3	32,817	88,174	145,672	145,672	29,134 40	29,134 40	0 45
White lead.....									0 15
Whiting.....	1								0 15
Wool.....			166			166	33 20	33 20	
All other goods and merchandise, not enumerated.....	92	8	2,229	155	34,534	2,392	478 40	478 40	5,658 50
Bark.....									
Barrels, empty.....									
Boat knees.....		4	7		78	7	1 32	1 32	16 16
Floats.....									
Fire wood, in vessels.....	738					738	49 20	49 20	
do rafts.....									
Hoops.....									
Hop poles.....									
Lumber, sawn, in vessels.....	719		39,666	3,707	51,189	51,189	9,207 26	9,207 26	
do rafts.....									
Masts, spars and telegraph poles, in vessels.....									
Railway ties, in vessels.....									
do rafts.....									
Saw logs.....									
Staves and headings, barrel.....									
do pipe.....				114		114	21 31	21 31	21 31
do West India.....				36		36	6 75	6 75	6 75
Staves, salt barrel.....									
Shingles.....									
Split posts and fence rails, in vessels.....									
do rafts.....									
Timber, square, in vessels.....	10,649			52,100		62,749	9,519 83	9,519 83	9,519 83
do rafts.....									
Traverses.....									
Woodenware and wood partly man- ufactured.....									
Total freight paying tolls.....	510	39,315	11,653	7,111	246,977	315,364	279,150	117,670 47	169,009 36
<i>Free articles having paid full tolls on the St. Lawrence Canals.</i>									
Ashes, pot and pearl.....									
Agricultural products, vegetable.....									
Bricks.....					149				
Cement and water lime.....	97								
Clay, lime and sand.....	2								
Crockery and earthenware.....	58				8				
Fish.....									
Flax and hemp.....									
Glass, all kinds.....	2								
Iron, railway.....	14,125								
“ pig.....	20								

No. 8.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		cts.	cts.	cts.	
Iron, all other.	551								706		706				
Lard and lard oil.			155		72				72						
Meats, other than pork.	47		1						1						
Nails	26		410						457		457				
Oil, in barrels.	7		6						32		32				
Paint.	1		55						62		62				
Pitch and tar	1		16						17		17				
Rosin	1								1						
Salt	228		6,156		836				7,220		7,220				
Seeds, all kinds.			100						100		100				
Soda, ash.			163		360				523		523				
Sugar			175						175		175				
Spirits, beer, &c	20		212						232		232				
Tin			37						37		37				
Turpentine.	1								1						
White lead.	8		3						11		11				
Whiting	3		49						52		52				
Merchandise not enumerated	75		823		90				988		988				
Grand total, freight.	15,782	39,315	20,811	7,111	248,492	315,364	20,010	256,068	305,095	617,858	922,953				
Total tolls on vessels.															
do passengers.															
do free goods.															
Total through tolls.															
														7,358 29	15,108 11
														42 10	91 00
														58,739 28	184,208 47

B. H. TEAKLES,
Chief Clerk. Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 9.—STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Tolls collected, during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Ashes, pot and pearl.....													
Apples.....		104						104	104			2 64	2 64
Agricultural products not enumerated, vegetable.....													
Agricultural products not enumerated, animal.....				200				200	200			10 00	10 00
Agricultural implements.....													
Barley.....	44			46			44	46	46			1 15	1 15
Bricks.....	1						1		1			1 96	1 96
Bones.....												0 02	0 02
Brinstone.....				5				5	8			0 06	0 69
Cement and water lime.....	3						3		120			6 19	17 94
Clay, lime and sand.....	120	135					120	135	235			11 75	0 60
Coal.....									6			0 20	0 20
Corn.....								2	2			0 04	0 04
Cattle.....	2						2		2				
Cotton (raw).....													
Crockery and earthenware.....	5						5		5			0 10	0 10
Dye wood and dye stuffs.....													
Fish.....													
Flax and hemp.....													
Flour.....	5,171							5,171	5,171			129 32	129 32
Furniture.....	1						1		1			0 03	0 03
Gypsum.....													
Glass, all kinds.....	1			205				205	205			2 56	2 56
Hay, pressed.....							1		1			0 02	0 02
Hogs.....													
Horses.....													
Hides and skins, horns and hoofs.....	34	10					34	10	44			0 24	0 92
Ice.....													

All other goods and merchandise not enumerated...	651	193				23	651	216	867	12 82	7 14	19 96
Bark												
Barrels, empty												
Boat knees												
Floats												
Firewood, in vessels	3,021	8,853	720				3,741	8,853	12,594	100 66	423 00	523 66
do rafts												
Hoops												
Hop poles												
Lumber, sawn, in vessels	226	5,156					226	5,156	5,382	6 21	537 57	543 78
do rafts		15						15	15		2 03	2 03
Masts, spars and telegraph poles, in vessels		1						1	1		0 25	0 25
Masts, spars and telegraph poles, in rafts	23	3					23	3	26	0 58	0 25	0 83
Railway ties, in vessels		10			197			207	207		19 70	19 70
do rafts												
Saw logs	403	3,765			591		403	4,356	4,759	21 92	224 53	246 45
Staves and headings, barrel												
do do pipe												
do do W. India												
Staves, salt barrel												
Shingles												
Split posts and fence rails, in vessels												
Split posts and fence rails, in rafts	1						1		1	0 15		0 15
Timber square, in vessels	32	22					32	22	54	3 31	2 61	5 92
do rafts												
Woodenware and wood partly manufactured												
Total freight paying tolls	7,612	26,138	720		1,244	53	8,385	27,838	36,223	224 27	1,836 99	2,061 26
Timber passed free from Wel-												
land to Port Robinson		326						326	326			
Grand total, freight.	7,612	26,464	720		1,244	53	8,385	28,164	36,549			
Total way tolls on vessels										426 16	373 12	799 28
do passengers										130 17	132 38	262 55
do free goods												
Total way tolls												
Total way tolls										780 60	2,342 49	3,123 09

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
Ashes, pot and pearl	2	64							22	64	86	3 38	12 80	16 18	
Apples.....	43	2,487	10	22	3				46	2,509	2,555	4 46	360 19	364 65	
Agricultural products not enumerated, vegetable.....	292	939							315	939	1,254	42 20	101 27	143 47	
Agricultural products not enumerated, animal.....	140	564							171	564	735	13 16	58 83	71 99	
Agricultural implements.....	90	11					31		90	11	101	12 46	1 80	14 26	
Barley.....	153	2,448			1				154	2,448	2,602	3 53	48 96	52 49	
Bricks.....	12,289	130	171				234		12,694	130	12,824	542 91	8 63	551 54	
Bones.....	1	112							1	112	113	0 04	14 95	14 99	
Brimstone.....	200						34		234		234	20 80		20 80	
Cement and water lime.....	2,442	202	203	2					2,645	204	2,849	368 31	20 72	389 03	
Clay, lime and sand.....	17,540	8,550	170				3,966		21,676	8,550	30,226	819 44	533 85	1,333 29	
Coal.....		82,404					1,108			168,721	168,721		23,613 56	23,613 56	
Corn.....	24	3,536			23		456		47	15,957	16,004	2 78	1,191 77	1,194 55	
Cattle.....	31	491	31						31	491	522	1 62	37 58	39 20	
Cotton (raw).....	2								2		2	0 30		0 30	
Crockery and earthenware.....	216	24	125						341	24	365	65 57	4 80	70 37	
Dye wood and dye stuffs.....	31						209		240		240	14 75		14 75	
Fish.....	333	40	20						353	40	393	37 36	2 91	40 27	
Flax and hemp.....	3	2							3	2	5	0 35	0 30	0 65	
Flour.....	923	4,007					111		923	4,118	5,041	65 80	607 84	673 64	
Furniture.....	237	480							237	480	717	31 22	86 25	117 47	
Gypsum.....	631	208							631	208	839	9 89	7 89	17 78	
Glass (all kinds).....	495	68	11				8		514	68	582	99 40	10 55	109 95	
Hay (pressed).....	418	415			26				444	415	859	29 12	25 89	55 01	
Hogs.....	2	46							2	46	48	0 08	6 17	6 25	
Horses.....	127	256			2				127	258	385	9 11	19 90	29 01	
Hides and skins, horns and hoofs.....	1	27							1	27	28	0 04	3 07	3 11	
Ice.....		1,467								1,467	1,467		206 65	206 65	

Iron, railway.....	14,202	151	241						14,443	151	14,594	2,144 69	11 33	2,156 02
do pig.....	3,276	5	122						3,398	5	3,403	415 86	0 19	416 05
do all other.....	9,717	942	196			7			9,922	942	10,864	669 13	45 70	714 83
Iron ore.....														
Kryolite chemical ore and other ore, except iron.....		3,780								3,780	3,780		189 00	189 00
Lard and lard oil.....	165	158							165	158	323	20 43	11 20	31 63
Meal, all kinds.....	124	878		6					124	884	1,008	8 08	64 11	72 19
Meats, other than pork.....	22	11	1						23	11	34	2 38	0 76	3 14
Marble.....	34	1							34	1	35	6 70	0 20	6 90
Manilla.....	16	1							16	1	17	3 09	0 20	3 29
Molasses.....	639	144							850	144	994	117 97	7 20	125 17
Nails.....	2,782	1,146	266			211			3,048	1,146	4,194	580 10	57 75	647 85
Oats.....	1,324	1,499							1,324	1,499	2,823	49 87	107 36	197 36
Oil, in barrels.....	984	230	65			137			1,192	372	1,564	165 15	48 65	213 80
Oil cake.....	2					41			2		2	0 16	0 16	0 16
Pease.....	1,104	23,271							1,104	23,271	24,375	24 15	465 76	489 91
Potatoes.....	17	64	2						28	64	92	2 87	4 95	7 82
Pork.....	248	161		9					248	169	417	24 05	15 44	39 49
Paint.....	245	241	48			14			307	241	548	57 55	23 30	80 85
Pitch and tar.....	108	59	16			177			301	59	360	28 72	3 25	31 97
Rags.....	3	130							3	130	133	0 60	25 20	25 80
Rye.....	1	1,907							1	1,907	1,908	0 08	38 14	38 22
Rosin.....	154	119				2,049			2,203	119	2,322	111 08	5 95	117 03
Salt.....	5,881	23	6,048			3			11,932	51	11,983	1,601 77	3 32	1,605 09
Stone intended for cutting do wrought.....	424	342				2,813			3,237	2,641	5,878	123 33	395 93	519 26
do not suitable for cutting, unwrought.....	122	1				42			164	1	165	8 65	0 20	8 85
Seeds, all kinds.....	60	13,935							60	13,935	13,935	1 20	310 50	311 70
Sheep.....	4,015	128	100						4,115	128	4,243	171 74	8 76	180 50
Soda.....	656	149							1,657	149	1,690	321 07	11 41	332 87
Soda ash.....	141	33	971			30			141	33	161	20 94	0 76	21 70
Steel.....	20	20							20	20	20	20 94	0 76	21 70
Sugar.....	2,817	14	276			282			3,325	14	3,339	602 37	2 05	604 42
Spirits, beer, &c.....	528	392	200						730	392	1,122	130 78	76 30	207 08
Tobacco, raw.....	17	2		2		3			20	2	22	1 81	0 30	2 11
Tallow.....	42	1	56			14			56	1	57	6 83	0 15	6 98
Tin.....	513	108	7			1			521	108	629	98 96	10 05	109 01
Turnpentine.....	13	21				92			105	21	126	7 16	1 05	8 21
Wheat.....	15,824	6,475				2,911			15,824	9,386	25,210	316 78	506 15	882 93
White lead.....	151	11	3			6			151	11	171	30 58	0 55	31 13
Whiting.....	633		49			2			684		684	136 39	136 39	136 39
Wool.....	8	5							8	5	13	1 20	0 75	1 95
All other goods and merchandise not enumerated.....	6,518	3,507	858			5			7,991	3,887	11,878	1,291 26	564 78	1,856 04
Bark.....														
Barrels, empty.....	304	26	2			2			362	28	390	40 93	4 22	45 15
Boat knees.....														
Floats.....	1,000	4,572							1,000	4,572	5,572	4 90	80 01	84 91
Firewood, in vessels.....	4,467	7,486				114			4,467	8,200	12,667	74 45	218 97	293 42

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		cts.	cts.	cts.	
Hoops.....	1								1		1	0	10		0 10
Hop poles	22,948	13,888							23,621	16,085	39,706	666	58	648	1,314 69
Lumber, sawn, in vessels		134								134				6 00	6 00
Masts, spars and telegraph poles in vessels.....															
Masts, spars and telegraph poles in rafts.....		18,522													
Railway ties, in vessels	1,004								1,004		18,522			463	463 05
“ rafts.....											1,004	20	03		20 03
Saw logs		20,562								20,562	20,562			468	468 82
Staves, salt barrel.....		9								9				0 17	0 17
Shingles	25	24							25	24	49	6	74	4 13	10 87
Timber, square, in vessels	88	1,631							88	1,631	1,719	1	36	22	23 80
“ rafts.....	730	8,532							730	8,532	9,262	18	25	216	234 55
Traverses		10,854								10,854	10,854			28	28 25
Woodenware and wood partly manufactured.....	73	27							73	27	100	25	00	6 00	31 00
Total freight paying tolls..	140,836	255,310	10,877	2,819	748	2,133	10,320	102,610	102,781	362,872	525,653	12,371	95	32,184	44,556 38
<i>Free Articles having paid full Tolls on the Welland Canal.</i>															
All other products, animal.		14								14	14				
“ vegetable.....		1								1	1				
Ashes		39								45	45				
Corn		82,025						6		85,527	85,527				
Fish		49								49	49				
Flour		1,233								1,233	1,233				
Furniture		2								2	2				
Glass.....		1								1	1				
Horses.....		2								3	3				
Lard and lard oil.....		100						1		100	100				
Meals.....		205								233	233				

APPENDIX A—Continued—CANALS.

No. 11.—STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up.		Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.
Ashes, pot and pearl ..		64					10	64	74	2 00		12 80	14 80
Apples		2,335		22				2,357	2,357			353 55	353 55
Agricultural products not enumerated, vegetable,	227						250	587	837	37 50		88 05	125 55
Agricultural products not enumerated, animal,		327						327	327			49 05	49 05
Agricultural implements,		8						8	8			1 60	1 60
Barley		906					557	906	906			18 12	18 12
Bricks	307								557	83 55			83 55
Bones		88						88	88			13 20	13 20
Brimstone							2,069		2,069	310 35			310 35
Cement and water lime ..	1,866						37	1,877	1,914	5 55		281 55	287 10
Clay, lime and sand	15							147,947	147,947			22,192 05	22,192 05
Coal		80,774						12,261	12,261			1,090 74	1,090 74
Corn		840						22	22			3 30	3 30
Cattle		22					2		2	0 30			0 30
Cotton, raw	2						263	24	287	52 60		4 80	57 40
Crockery and earthenware ..	138						12	12	12	2 40			2 40
Dye wood and dye stuffs, ..	12						136	1	137	20 40		0 15	20 55
Fish	116								3	0 15		0 30	0 45
Flax and hemp		1						3,985	3,987	0 15		597 90	598 05
Flour	1	3,986					66	407	473	13 20		81 40	94 60
Furniture	66	407											
Gypsum							409	47	456	81 80		9 40	91 20
Glass, all kinds	398	47					100		100	15 00			15 00
Hay, pressed	109							36	36			5 40	5 40
Hogs		36					12	43	55	1 80		6 45	8 25
Horses		43							17			2 55	2 55
Hides and skins, horns and hoofs ..	12												
Ice		17											
Iron, railway	13,990						14,231		14,231	2,134 65			2,134 65

do pig.....	2,349	122					2,471	3,762	2,471	370 65	188 10
do all other.....	2,176	181					2,357	46	2,417	353 55	362 55
Iron ore.....											
Kryolite chemical ore and other ore, except iron.....								3,762			188 10
Lard and lard oil.....	84						84	46			19 50
Meal, all kinds.....	3						9	240			37 35
Meats, other than pork.....	3	1					4	3			1 05
Marble.....	24						24	1			5 00
Manilla.....	14						14	1			3 00
Molasses.....	180						180	1			36 00
Nails.....	2,208	266					2,474	3			495 40
Oats.....											
Oil, in barrels.....	492	26					518	153			134 20
Oil cake.....											
Pease.....								5,880			117 86
Potatoes.....	12	4					12	4			2 40
Pork.....	9						9	78			13 05
Faint.....	211	48					259	75			66 80
Pitch and tar.....	51	16					37	2			7 80
Rags.....	3						3	123			25 26
Rye.....								1,263			0 40
Resin.....	2						2				0 40
Salt.....	2,989	6,048					9,037	3			1,356 00
Stone intended for cutting do wrought.....	1						1	2,639			396 00
do not suitable for cutting, unwrought.....	3						3	1			396 00
Seeds, all kinds.....	47										0 80
Sheep.....											
Soda ash.....	575	100					147	35			42 00
Steel.....	135	971						182			27 30
Sugar.....	2,052	276					1,546	2			5 25
Spirits, beer, &c.....	224	200					135	1			0 30
Tobacco, raw.....	1						2,328	2			389 40
Tallow.....	42						424	9			20 25
Tin.....	403	7						378			1 80
Turpentine.....	9						410	31			407 40
Wheat.....											100 40
White lead.....	126	3					9				0 45
Whiting.....	622	49					129	7,661			0 30
Wool.....	8						671				6 45
All other goods and merchan- dise not enumerated.....	3,605	858					8	5			88 20
Bark.....							4,463	2,264			1 80
Barrels, empty.....	103										531 65
Boat knees.....							103	20			25 80
Floats.....											134 20
Firewood, in vessels.....											1 95
do rafts.....											

No. 11.—STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....	38	1,600							156	1,600	1,756	13 80	240 00	253 80
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
do rafts.....														
Saw logs.....														
Staves and headings, barrel.....														
do pipe.....														
do do W. India.....														
Staves, salt barrel.....														
Shingles.....														
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....														
do rafts.....														
Traverses.....														
Woodenware and wood partly manufactured.....	51	7							51	7	58	21 20	2 00	23 20
Total freight paying tolls.....	36,081	114,590	10,120	22	76		83,804	46,277	198,416	244,693		7,662 25	27,075 95	34,738 20
<i>Free Articles having paid full Tolls on the Welland Canal.</i>														
Agricultural products, animal.....														
do do vegetable.....		14								14	14			
Ashes.....		39						6		45	45			

Corn.....	76,470	.....	.....	.....	3,102	79,572	79,572
Fish.....	49	.....	.....	49	.....	49	49
Flour.....	1,233	.....	.....	.....	.....	1,233	1,233
Furniture.....	2	.....	.....	.....	.....	2	2
Glass.....	1	.....	.....	.....	.....	1	1
Horses.....	2	.....	.....	.....	.....	3	3
Lard and lard oil.....	100	.....	.....	.....	1	100	100
Meal.....	205	.....	.....	.....	.....	233	233
Oats.....	9	.....	.....	.....	28	.....	.....
Oil cake.....	2	.....	.....	.....	.....	9	9
Oil.....	6	.....	.....	.....	.....	2	2
Pease.....	390	.....	.....	.....	.....	6	6
Pork.....	322	.....	.....	.....	.....	390	390
Seeds.....	1	.....	.....	.....	.....	322	322
Tallow.....	54	.....	.....	.....	.....	1	1
Tobacco.....	1	.....	.....	.....	.....	54	54
Wheat.....	108,468	.....	.....	.....	.....	1	1
Whiskey and other spirits.....	98	.....	.....	.....	.....	108,468	108,468
Merchandise.....	156	.....	.....	.....	5	103	103
Lumber, sawn, in vessels.....	2,292	.....	.....	.....	2	158	158
do.....	917	.....	.....	.....	.....	2,292	2,292
Split posts, &c., in rafts.....	400	.....	.....	.....	.....	917	917
Timber, square.....	1,960	.....	.....	.....	.....	400	400
Woodenware.....	1,502	.....	.....	.....	.....	1,960	1,960
Coal, per Order in Council.....	9,298	.....	.....	.....	.....	1,502	1,502
Kryolite.....	917	.....	.....	.....	.....	9,318	9,318
Grand total, freight.....	45,379	.....	.....	.....	.....	917	917
		10,140	22	76	86,948	55,595	397,171
							452,766

Total through tolls on vessels.....	4,405	35	4,409	67	8,815	02
do passengers.....	296	20	1,701	50	1,997	70
do free goods.....						
Total through tolls.....	12,363	80	33,187	12	45,550	92

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 12.—STATEMENT showing the Quantity of each article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	\$	cts.	\$	cts.	\$	cts.
Ashes, pot and pearl.....	2								12		1	38			1	38
Apples.....	43	152			10				46	152					11	10
Agricultural products not enumerated, vegetable.....	65	352							65	352					13	22
Agricultural products not enumerated, animal.....	140	237							171	237					17	92
Agricultural implements.....	90	3					31		90	3					9	78
Barley.....	153	1,542			1				154	1,542					0	20
Bricks.....	11,903	130					234		12,137	130					30	84
Bones.....	1	24							1	24					8	63
Brimstone.....	200						34		234						1	75
Cement and water lime.....	576	202							576	204					20	80
Clay, lime and sand.....	17,525	6,673			2				21,639	6,673					20	72
Coal.....		1,630					3,966		20,774	20,774					232	30
Corn.....	24	2,696			1,108				47	3,696					1,421	51
Cattle.....	31	469			23	456		544	31	469					101	03
Cotton, raw.....															34	28
Crockery and earthenware.....	78								78							
Dye wood and dye stuffs.....	19						209		228						12	35
Fish.....	217	39							217	39					19	72
Flax and hemp.....	2								2						0	20
Flour.....	922	21			111				922	132					65	65
Furniture.....	171	73							171	73					9	94
Gypsum.....	631	208							631	208					18	02
Glass, all kinds.....	97	21					8		105	21					9	89
Hay, pressed.....	318	415			26				344	415					17	60
Hogs.....	2	10							2	10					14	12
Horses.....	115	213			2				115	213					0	08
Hides and skins, hors and hoofs.....	1	10							1	10					7	31
Ice.....		1,467							1,467						13	45
Iron, railway.....	212	151							212	151					206	65
															11	33

do pig	927	5	7,541	882	15	2	7	927	5	932	45 21	0 19	45 40
do all other	7,541	882						7,565	882	8,447	315 58	36 70	352 28
Iron ore													
Kryolite chemical ore and other ore, except iron		18							18	18		0 90	0 90
Lard and lard oil	81	112						81	112	193	7 83	4 30	12 13
Meal, all kinds	115	638	6					115	644	759	6 73	28 11	34 84
Meats, other than pork	19	8						19	8	27	1 78	0 31	2 09
Marble	10							10		10	1 90		1 90
Manilla	2							2		2	0 29		0 29
Molasses	459	144					211	570	144	814	81 97	7 20	89 17
Nails	574	1,143						574	1,143	1,717	95 30	57 15	152 45
Oats	1,324	1,490						1,324	1,499	2,823	49 87	37 49	107 36
Oil, in barrels	492	77	39		6	101	137	674	219	893	61 55	18 05	79 60
Oil cake	2							2		2	0 16		0 16
Pease	1,104	17,391	2					1,104	17,391	18,495	24 15	347 90	372 05
Potatoes	5	17,391	9					16	60	76	1 07	4 35	5 42
Pork	239	83	8					239	91	330	22 70	3 74	26 44
Paint	34	166					14	48	166	214	5 75	8 30	14 05
Pitch and tar	87	57					177	264	57	321	21 32	2 85	24 17
Rags	7							7		7		0 60	0 60
Rye	1	644						1	644	645	0 08	12 88	12 96
Rosin	152	119					2,049	2,201	119	2,320	110 68	5 95	116 63
Salt	2,892	20	23				3	2,895	48	2,943	246 22	2 87	249 09
Stone intended for cutting	423	2					2,813	3,236	2	3,238	123 18	0 08	123 26
do wrought	119						42	161		161	8 05		8 05
do not suitable for cutting, unwrought	60	13,431						60	13,431	13,491	1 20	268 50	269 70
Seeds, all kinds	3,968	93						3,968	93	4,061	149 69	3 51	153 20
Sheep		147							147	147		11 11	11 11
Soda ash	81	32					30	111	32	143	11 87	1 60	13 47
Steel	6	20						6	20	26	0 69	0 76	1 45
Sugar	765	5					232	997	5	1,002	136 77	0 25	137 02
Spirits, beer, &c	304	14			2			305	14	320	45 98	0 70	46 68
Tobacco, raw	16		3					19		19	1 66		1 66
Tallow			14					14		14	0 53		0 53
Th	110	77						111	77	188	16 96	3 85	20 81
Turpentine	4	21						96	21	117	5 36	1 05	6 41
Wheat	15,824	1,725	92					15,824	1,725	17,549	316 78	34 50	351 28
White lead	25	11	6					31	11	42	4 78	0 55	5 33
Whiting	11		2					13		13	2 19		2 19
Wool													
All other goods and merchandise not enumerated	2,913	1,243	610	316	5	64		3,528	1,623	5,151	398 66	111 98	510 64
Bark													
Barrels, empty	201	6	56				2	259	8	267	21 43	0 40	21 83
Boat knees													
Boat knees	1,000	4,572						1,000	4,572	5,572	4 90	80 01	84 91
Floats	4,467	6,934					114	4,467	7,648	12,115	74 45	182 17	256 62
Fire wood, in vessels			600										
do rafts													

No. 12.—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$ cts.	\$ cts.	\$ cts.
Hoops.....											1	0 10		0 10
Hop poles.....	22,910	13,888							23,465	14,485	37,950	652 78	408 11	1,060 89
Lumber, sawn, in vessels.....		134				597				134			6 00	6 00
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
4 Railway ties, in vessels.....	1,004	18,522							1,004	18,522	19,526			463 05
do rafts.....											1,004	20 03		20 03
Saw logs.....		20,562								20,562	20,562			468 82
Staves and headings, barrel.....														
do pipe.....														
do West India.....														
Staves, salt barrel.....	25	9							25	9	34	6 74	0 17	0 17
Shingles.....		24								24	49		4 13	10 87
Split posts and fence rails, in vessels.....														
Split posts and fence rails, in rafts.....														
Timber, square, in vessels.....	88	1,631							88	1,631	1,719	1 36	22 44	23 80
do rafts.....	730	8,532							730	8,532	9,262	18 25	216 55	234 80
Traverses.....		10,854								10,854	10,854		28 25	28 25
Woodenware and wood partly manufactured.....	22	20							22	20	42	3 80	4 00	7 80
Total freight paying tolls.....	104,674	142,320	761	1,197	867	2,133	10,202	18,806	116,504	164,456	280,960	4,709 70	5,108 48	9,818 18
Free Articles, having paid full Tolls on the Welland Canal.														
Corn.....		5,555						400			5,955			

[illegible]

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.		18									18	\$ 3 42
Apples.	15										15	77
Agricultural products not enumerated, vegetable do animal.	13	73									13	86
	39	1,294									39	1,333
Agricultural implements.		15									15	2 31
Barley.		95									95	8 54
Bricks.		120									120	6 90
Bones.		30									30	2 74
Brimstone.												
Cement and water lime.		41									41	4 00
Clay, lime and sand.	2	8,742								2	8,744	8,742
Coal.												
Corn.		676									676	43 85
Cattle.												
Cotton, raw.												
Crockery and earthenware.	3	1								3	1	4
Dye wood and dye stuffs.												
Fish.		3									3	0 30
Flax and hemp.												
Flour.	9	47								9	47	56
Furniture.		27		8						8	27	35
Gypsum.												
Glass, all kinds.	4	4								4	4	8
Hay, pressed.		439									439	40 79
Hogs.		10									10	0 52
Horses.		123								16	123	139
Hides and skins, horns and hoofs.		39									39	9 24
Ice.												3 45
Iron, railway.												
do pig.												
do all other.	12	21								12	21	33
												2 10

do ore.	2,250	2	2,250	2	2,250	2,250	112 50
Kyrolite, chemical ore and other ore, except iron	2	10	2	10	2	10	0 82
Lard and lard oil.	4	18	4	18	4	18	1 79
Meal, all kinds	2	26	2	26	2	26	2 60
Meats, other than pork.							
Marble							
Manilla							
Molasses.	17	7	17	7	17	7	2 33
Nails	19	12	19	12	19	12	2 92
Oats	2	831	2	831	2	831	65 35
Oil, in barrels	29	6	29	6	29	6	2 69
Oil cake.							
Oil cake.							
Pease	1,179		1,179		1,179		88 34
Potatoes.	25	754	25	754	25	754	59 40
Pork	30	13	30	13	30	13	1 61
Paint	1	1	1	1	1	1	0 24
Pitch and tar							
Rags	3		3		3		0 44
Rye	17		17		17		1 18
Rosin							
Salt	5		5		5		0 21
Stone, intended for cutting							
do wrought	3		3		3		0 57
do not suitable for cutting, unwrought							
Seeds, all kinds	28		28		28		2 75
Sheep	342		342		342		24 78
Soda ash.							
Steel	1		1		1		0 05
Sugar	25	29	25	29	25	29	4 58
Spirits, beer, &c.	21	1	21	1	21	1	1 43
Tobacco, raw							
Tallow	2		2		2		0 20
Tin	9	3	9	3	9	3	0 79
Turpentine.	1		1		1		0 05
Wheat.	39		39		39		3 83
White lead							
Whiting	3		3		3		0 15
Wool	3		3		3		0 30
All other goods and merchandise not enumerated.	91	384	91	384	91	384	65 83
Bark.	15		15		15		1 47
Barrels, empty	86		86		86		10 73
Boat knees.							
Flats.	12,540		12,540		12,540		127 42
Firewood, in vessels	42,038		42,038		42,038		1,744 75
do rafts.	480		480		480		25 47
Hoops	246		246		246		28 90
Hop poles							
Lumber, sawn, in vessels.	14	388,508	14	388,508	14	388,508	39,149 37
do rafts.	190		190		190		10 29
Masts, spars and telegraph poles, in vessels.	313		313		313		10 44

No. 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars, telegraph poles, in rafts.												\$ cts.
Railway ties, in vessels.		476										223 51
do rafts						595				1,065	1,065	
Saw-logs.												
Staves and headings, barrel.												
do pipe.												
do do West India.												
Staves, salt barrel.		393				27						
Shingles.	2	1							2	420	422	327 07
Split posts and fence rails, in vessels.										1	1	1 76
do do rafts.												
Timber, square, in vessels.		1,530								1,530	1,530	64 13
do do rafts.		1,370								1,370	1,370	23 63
Traverses.		200								200	200	1 08
Woodenware and wood, partly manufactured.	10	49							10	49	59	46 03
Total freight paying tolls.	531	466,285	8	124,590					539	590,875	591,414	42,759 94
Free, per Order in Council—												
Firewood.												
Floats.		10,166								10,166	10,166	
Lumber, sawn.	100	11,340								11,340	11,340	
Masts and spars.		785							100	785	885	
Railway ties.		10								10	10	
Saw-logs.		11,025								11,025	11,025	
Shingles.		13,328								13,328	13,328	
Split posts.		10								10	10	
Timber, square.		2,560								2,560	2,560	
Woodenware.		240								240	240	
Grand total freight.	631	515,749	8	124,590					639	640,339	640,978	

Total tolls on vessels	4,214 66
do passengers	166 15
do free goods.	\$631 31
Wharfage and storage. .. .. .	.....
Fines and damages. .... .	.....
Other receipts	8 00
Total revenue, exclusive of hydraulic rents.	47,148 75

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported on the Chambly Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, \$ cts.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....												
Apples.....		353								420	420	37 74
Agricultural products not enumerated, vegetable, do animal.....		2								2	2	0 20
Agricultural implements.....		146								146	496	28 21
Barley.....				350					350			
Bricks.....												
Bones.....	28			213					28	213	241	22 44
Brimstone.....										147	147	28 35
Cement and water lime.....												
Clay, lime and sand.....	81								81	5,068	5,149	537 61
Coal.....	68	203		180					68	97,670	97,738	9,572 07
Corn.....		7								7	7	0 24
Cattle.....		75								75	75	2 40
Cotton, raw.....												
Crockery and earthenware.....		23								23	23	2 30
Dye wood and dye stuffs.....										116	116	11 60
Fish.....												
Flax and hemp.....												
Flour.....	174								174		174	5 80
Furniture.....										5	5	0 50
Gypsum.....												
Glass, all kinds.....										1	1	0 10
Hay, pressed.....	103	1,898		155					258	1,898	2,156	84 96
Hogs.....												
Horses.....		12										
Hides and skins, horns and hoofs.....												
Ice.....		410		408		5,955			408	7,880	8,288	561 80
Iron, railway.....												
do pig.....												
do do.....												
do all other.....									2	2	2	0 20
Iron ore.....										129	129	12 90

Kryolite chemical ore and other ore, except iron									
Lard and lard oil.....	48	504	3	250	48	504	250	48	1 60
Meal, all kinds.....		4		137		141			
Meats, other than pork.....									
Marble.....									
Manilla.....									
Molasses.....									
Nails.....									
Oats.....	3	504	3			504		507	16 93
Oil, in barrels.....	4					141		141	13 54
Oil cake.....									
Pease.....	7	89				89		89	2 99
Potatoes.....	3					3		3	0 80
Pork.....	3					3		3	0 10
Paint.....						10		10	1 00
Pitch and tar.....						221		221	22 10
Rags.....									
Rye.....									
Rosin.....						2 229		2 229	219 14
Salt.....	472					294		294	68 86
Stone intended for cutting	63					1 999		2 062	202 06
do wrought						139		139	13 90
do not suitable for cutting, unwrought.						416		416	41 60
Seeds, all kinds.....									
Sheep.....	3	144				3		144	4 90
Soda ash.....									
Steel.....									
Sugar.....									
Spirits, beer, &c.....	1					1		1	0 04
Tobacco, raw.....									
Tallow.....						4		4	0 27
Tin.....									
Turpentine.....						92		92	9 20
Wheat.....									
White lead.....									
Whiting.....									
Wool.....									
All other goods and merchandise not enumerated	812	333	171			2 177	983	2 510	258 13
Bark.....									
Barrels, empty.....									
Boat knees.....									
Floats.....									
Firewood, in vessels.	30	123	8 680						
do rafts.									
Hoops.....									
Hop poles.....									
Lumber, sawn, in vessels.									
do rafts.....	12 054	50	73 446						
Masts, spars and telegraph poles, in vessels.									
do do									

No. 14.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels												\$ cts.
do rafts	2,641	189	1,393						4,034	189	4,223	333 04
Saw-logs												
Staves and headings, barrel												
do pipe												
do West India												
Staves, salt barrel												
Shingles	145		47						192		192	29 08
Split posts and fence rails, in vessels												
do rafts												
Timber, square, in vessels												
do rafts												
Traverses												
Woodenware and wood partly manufactured												
Total freight paying tolls	16,685	4,619	84,645	6,298					101,330	123,342	224,672	17,525 90
Coal, free	392								392		392	
Grand total freight	17,077	4,619	84,645	6,298					101,722	123,342	225,064	
Total tolls on vessels												2,598 16
do passengers												56 18
do free goods												\$33 64
Fines and damages												6 75
Total revenue, exclusive of hydraulic rents												20,186 99

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A.—Continued—CANALS.

No. 15.—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Toll.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.		27										\$ cts.
Apples.	41	64							41	27	27	3 47
Agricultural products not enumerated, vegetable.	17	22							17	64	105	2 47
do animal.	100	341							100	22	39	1 39
Agricultural implements.	35	118							35	341	441	12 54
Barley.	101								35	118	153	16 12
Bricks.	23	17							101		101	2 37
Bones.	8	34							23	17	40	1 52
Brimstone.									8	34	42	1 60
Cement and water lime.	95	22							95			
Clay, lime and sand.	401	2							401	22	117	3 29
Coal.		10,941								2	403	9 44
Corn.		23								10,941	10,941	460 22
Cattle.	4	6								23	23	0 63
Cotton (raw).									4	6	10	0 29
Crockery and earthenware.	35	38							35			
Dye wood and dye stuffs.		2								38	73	8 45
Fish.	112									2	2	0 18
Flax and hemp.									112		112	2 73
Flour.	126	476							126	476	602	15 45
Furniture.	31	41							31	41	72	7 55
Gypsum.												
Glass (all kinds)	61	4							61	4	65	7 06
Hay (pressed)	897	6							897	6	903	21 32
Hogs.		1								1	1	0 03
Horses.	10	5							10	5	15	0 42
Hides and skins, horns and hoofs.	4										4	0 12
Ice.												
Iron, railway.	54	6							54	6	60	1 78
do pig.	89								89		89	2 22
do all other.	207	32							207	32	239	6 95

No. 15.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron ore.....												% cts.
Kryolite chemical ore and other ore, except iron.												
Lard and lard oil.....	840	2,308							840	2,308	3,148	157 05
Meal, all kinds.....	19	5							19	5	24	0 81
Meats, other than pork.....	19	9							19	9	28	0 77
Marble.....	9	3							9	3	12	0 37
Manilla.....												
Molasses.....	134	13							134	13	147	13 35
Nails.....	291	2							291	2	293	28 10
Oats.....	32	25							32	25	57	1 64
Oil (in barrels)	83	136							83	136	219	20 52
Oil cake.....		3								3	3	0 10
Pease.....	27	10							27	10	37	0 91
Potatoes.....	87	55							87	55	142	4 53
Pork.....	99	37							99	37	136	3 59
Paint.....	26	3							26	3	29	3 56
Pitch and tar.....	34	1							34	1	35	3 50
Rags.....	6	2							6	2	8	0 72
Rye.....	32	3							32	3	35	1 14
Rosin.....	3	3							3	3	3	0 27
Salt.....	1,005	139							1,005	139	1,144	32 98
Stone intended for cutting.	24	680							24	680	704	32 83
do wrought.....	1	1							1	1	2	0 27
do not suitable for cutting, unwrought.												
Seeds, all kinds.....												
Sheep.....	1	9							1	9	10	0 25
Soda ash.....	10	2							10	2	12	0 33
Steel.....	19								19		19	1 78
Sugar.....	24								24		24	1 19
Spirits, beer, &c.....	258	53							258	53	311	30 91
Tobacco (raw).....	105	55							105	55	160	17 88
Tallow.....	1								1		1	0 07
Tin.....												
Turpentine.....	19								19		19	1 88
	1								1		1	0 69

Wheat.....	10	296	10	296	396	8 63
White lead.....	16	1	16	1	17	1 62
Whiting.....	29		29		29	2 76
Wool.....	5		5		5	0 22
All other goods and merchandise, not enumerated.....	590		540		1,012	113 40
Bark.....	31		31		31	1 45
Barrels, empty.....	46		38		46	6 36
Floats.....	340		1,257		340	28 18
Firewood, in vessels.....	779		12,381		13,160	263 64
do in rafts.....						
Hoops.....						
Hop poles.....						
Lumber, sawn, in vessels.....	22,720		31,233		38,251	2,034 76
do in rafts.....	88		88		92	9 53
Masts, spars and telegraph poles, in vessels.....						
do do in rafts.....	94		94		94	10 00
Railway ties, in vessels.....	4,519		4,519		4,519	532 23
do in rafts.....	782		782		782	83 03
Sawlogs.....	88		570		658	15 29
Shingles.....	26		127		154	58 80
Split posts and fence rails, in vessels.....			28		28	4 31
do do in rafts.....	1		1		1	0 13
Timber, square, in vessels.....	20		20		40	0 76
do do in rafts.....	661		661		701	32 49
Traverses.....	742		742		742	11 44
Woodenware and wood partly manufactured.....	2		2		8	1 30
Total freight paying tolls.....	50,290		58,850		83,755	4,171 33
Coal, free, per Order in Council.....	3,252		3,252		3,252	
Firewood.....	13,020		13,020		13,680	
Grand Total Freight	66,562		75,122		100,687	
Total tolls on vessels.....						
do passengers.....						1,661 27
do free coal, \$86.84 ; firewood, \$228.00.....						122 39
Wharfage and storage.....						12 20
Fines and damages.....						6 50
Other receipts.....						179 28
Total revenue, exclusive of hydraulic rents.....						6,152 97

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 16.—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue Collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....	115	534							115	534	649	\$ 6 49
Flour..	722	440							722	440	1,162	11 62
Coal.....	1,117	16,961							1,117	16,961	18,078	180 78
Lumber.....	928	1,691							928	1,691	2,619	26 19
Other agricultural products..	1,421	5,085							1,421	5,085	6,506	65 06
Other merchandise ..	280	225							280	225	505	5 05
Total freight paying tolls.....	4,583	24,936							4,583	24,936	29,519	295 19
Tolls on vessels.....												1,233 66
Other receipts.....												177 91
Total revenue.												1,706 76

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canal, and the Amount of Revenue collected during the Fiscal Year ended 30th June, 1891.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....												\$ cts.
Apples.....												
Agricultural products not enumerated, vegetable.....												
do do animal.....												
Agricultural implements.....												
Barley.....		20								20	20	0 60
Bricks.....												
Bones.....												
Brimstone.....												
Cement and water lime.....												
Clay, lime and sand.....												
Coal.....												
Corn.....												
Cattle.....												
Cotton, raw.....												
Crockery and earthenware.....												
Dye wood and dye stuffs.....												
Fish.....												
Flax and hemp.....												
Flour.....	35								35		35	0 35
Furniture.....												
Gypsum.....												
Glass, all kinds.....												
Hay, pressed.....												
Hogs.....												
Horses.....												
Hides and skins, horns and hoofs.....												
Ice.....												
Iron, railway.....												
do pig.....												
do all other.....										3	3	0 09
Iron ore.....	3											

No. 17.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Kryolite chemical ore and other ore, except iron.												\$ cts.
Lard and lard oil.												
Meal, all kinds.												
Meats, other than pork.												
Marble.												
Manilla.												
Molasses.												
Nails.												
Oats.												
Oil, in barrels.												
Oil cake.												
Pease.												
Potatoes.												
Pork.												
Paint.												
Pitch and tar.												
Rags.												
Rosin.												
Salt.												
Stone, intended for cutting.												
do wrought.												
do not suitable for cutting, unwrought.	420								420		420	1 96
Seeds, all kinds.												
Sheep.												
Soda ash.												
Steel.												
Sugar.												
Spirits, beer, &c.												
Tobacco, raw.												
Tallow.												
Tin.												
Turpentine.												
Wheat.												
White lead.												

No. 18.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Railway ties, in vessels.												\$ cts.
do rafts			153				153				153	1 53
Saw logs.												
Staves and headings, barrel												
do pipe												
do do												
Staves, salt barrel.												
Shingles.	3		13				16				16	1 14
Split posts and fence rails, in vessels			7				7				7	0 33
do do rafts												
Timber square, in vessels.	80						80				80	0 50
do rafts.	120	1,360					120	1,360			1,480	18 50
Traverses												
Woodenware and wood partly manufactured.	41	1					41		1		42	0 80
Total freight paying tolls.	5,431	3,342	3,677	250			885		9,108	4,477	13,585	231 56
Total tolls on vessels.												
do passengers.												
Damages.												
Total revenue, exclusive of hydraulic rent.												
285 61												
155 69												
38 16												
711 02												

B. H. TEAKLES,
Chief Clerk, Canals Revenues.

ARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

STATEMENT OF TRAFFIC.

APPENDIX A—

No. 19.—STATEMENT of Traffic on the undermentioned Canals, and the

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.....	300,242	3,299 83	724,187	4,116 90	71,964	215 61
United States vessels, steam....	438,224	6,577 78	24,906	181 45	2,408	28 59
Canadian vessels, sail.....	192,958	3,801 08	903,495	9,806 66	53,589	849 76
United States vessels, sail.	99,475	2,228 70	67,743	524 55	112,054	1,504 20
Total, Class No. 1.....	1,030,899	15,907 39	1,720,331	14,629 56	240,015	2,598 16
<i>Class No. 2.</i>	No.		No.		No.	
Passengers... ..	24,089	353 55	61,614	3,086 83	3,360	56 18
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.....	208	26 76	12,824	551 54	241	22 44
Brimstone.....	680	102 00	234	20 80	147	28 35
Cement and water lime.....	421	62 64	2,849	389 03		
Clay, lime and sand.....	255	17 94	30,226	1,353 29	5,149	537 61
Fish.....	219	35 30	393	40 27		
Gypsum.....			839	17 78		
Iron, railway.....			14,594	2,156 02		
do pig.....			3,403	416 05		
do all other.....	1,320	220 63	10,864	714 83	2	0 20
Steel.....	226	33 90	161	21 70		
Salt.....	1,463	272 98	11,983	1,605 09	766	68 86
Stone, for cutting.....	6,897	1,379 40	5,878	519 26	2,062	202 06
Apples.....	131	6 69	2,555	364 65	420	37 74
Barley.....	8,247	1,563 90	2,602	52 49	496	28 21
Corn.....	248,317	49,663 05	16,004	1,194 55	7	0 24
Cotton, raw.....			2	0 30		
Flax and hemp.....			5	0 65		
Flour.....	15,754	2,245 92	5,041	673 64	174	5 80
Hay, pressed.....			859	55 01	2,156	84 96
Meals, all kinds.....	26,233	5,246 50	1,008	72 19	48	1 60
Oil cake.....	2	0 40	2	0 16		
Oats.....	28,645	5,728 25	2,823	107 36	507	16 93
Pease.....	404	80 80	24,375	489 91	89	2 99
Potatoes.....	29	2 59	92	7 82	10	0 80
Rye.....	817	122 55	1,908	38 22		
Seeds, all kinds.....	149	28 90	4,243	180 50		
Tobacco, raw.....	4	0 65	22	2 11	4	0 27
Wheat.....	150,926	29,610 58	25,210	882 93		
All other agricultural products, vegetable.....	219	12 90	1,254	143 47		
Bones.....	1	0 02	113	14 99		
Cattle.....	2	0 04	522	39 20	75	2 40
Hogs.....			48	6 25		
Hides and skins, horns and hoofs.	73	10 95	28	3 11		
Horses.....	52	2 32	385	29 01	12	0 40
Lard and lard oil.....	111	22 10	323	31 63		
Meats, other than pork.....	32	5 60	34	3 14		
Pork.....	400	79 90	417	39 49	3	0 10
Sheep.....			149	11 41	147	4 90
Tallow.....	112	19 50	57	6 98		
Wool.....	166	33 20	13	1 95		
All other agricultural products, animal.....	14	2 80	735	71 99		
Total, Class No. 3.....	492,529	96,641 66	185,077	12,330 77	12,515	1,046 86

Continued—CANALS.

Amount of Tolls collected during the Fiscal Year ended 30th June, 1891.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
105,676	234 63	171,093	691 55	66,857	633 35	8,360	167 20	27,065	204 72
85	0 50	26	0 25	956	16 55				
12,421	47 20	189,832	2,763 84	68,548	905 14	53,323	1,066 46	28,958	123 15
254	3 28	32,574	759 02	7,649	106 23				
118,436	285 61	393,525	4,214 66	144,010	1,661 27	61,683	1,233 66	56,023	327 87
No.		No.		No.		No.		No.	
14,437	155 69	12,683	166 15	4,376	122 39	.....	.....	8,001	79 98
Tons.		Tons.		Tons.		Tons.		Tons.	
.....	.....	120	6 90	40	1 52	.....	.....	20	0 60
7	0 14	41	4 00	117	3 29	.....	.....	.....	.....
27	0 50	8,744	258 08	403	9 44	.....	.....	.....	.....
22	0 43	3	0 30	112	2 73	649	6 49	.....	.....
280	5 25	.....	.....	60	1 78	.....	.....	.....	.....
85	1 60	.....	.....	89	2 22	.....	.....	.....	.....
271	5 14	33	2 10	239	6 95	.....	.....	.....	.....
.....	.....	1	0 05	24	1 19	.....	.....	.....	.....
257	4 82	5	0 21	1,144	32 98	.....	.....	.....	.....
182	3 42	.....	.....	704	32 83	.....	.....	.....	.....
977	17 82	92	5 10	105	2 47	.....	.....	.....	.....
1,008	18 92	95	8 54	101	2 37	.....	.....	.....	.....
.....	.....	.....	.....	23	0 63	.....	.....	.....	.....
1	0 02	.....	.....	.....	.....	.....	.....	.....	.....
72	1 38	56	4 67	602	15 45	1,162	11 62	35	0 35
.....	.....	439	40 79	903	21 32	.....	.....	.....	.....
1	0 02	22	1 79	28	0 77	.....	.....	.....	.....
.....	.....	.....	.....	3	0 10	.....	.....	.....	.....
.....	.....	833	65 35	57	1 64	.....	.....	.....	.....
114	2 15	1,179	88 34	37	0 91	.....	.....	.....	.....
.....	.....	779	59 40	142	4 53	.....	.....	.....	.....
325	6 11	17	1 18	35	1 14	.....	.....	.....	.....
1	0 02	28	2 75	10	0 25	.....	.....	.....	.....
3	0 06	.....	.....	1	0 07	.....	.....	.....	.....
1,020	12 90	39	3 83	306	8 63	.....	.....	.....	.....
18	0 36	86	5 73	39	1 39	6,506	65 06	.....	.....
.....	.....	30	2 74	42	1 60	.....	.....	.....	.....
.....	.....	676	43 85	10	0 29	.....	.....	.....	.....
.....	.....	10	0 52	1	0 03	.....	.....	.....	.....
2	0 04	39	3 45	4	0 12	.....	.....	.....	.....
25	0 52	139	9 24	15	0 42	.....	.....	.....	.....
3	0 06	12	0 82	24	0 81	.....	.....	.....	.....
.....	.....	28	2 60	12	0 37	.....	.....	.....	.....
5	0 10	43	1 61	136	3 59	.....	.....	.....	.....
.....	.....	342	24 78	12	0 33	.....	.....	.....	.....
2	0 04	2	0 20	.....	.....	.....	.....	.....	.....
6	0 12	3	0 30	7	0 22	.....	.....	.....	.....
4	0 08	1,333	108 77	441	12 54	.....	.....	.....	.....
4,718	82 02	15,269	757 99	6,028	176 92	8,317	83 17	55	0 95

APPENDIX

No. 19.—STATEMENT of the Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl	45	9 00	86	16 18		
Agricultural implements			101	14 26	2	0 20
Crockery and earthenware	5	0 10	365	70 37	23	2 30
Dye woods and dye stuffs			240	14 75	116	11 60
Furniture	29	5 18	717	117 47	5	0 50
Glass, all kinds	40	5 92	582	109 95	1	0 10
Marble	4,931	739 65	35	6 90		
Manilla	114	17 10	17	3 29		
Molasses	75	11 25	994	125 17	250	25 00
Nails	123	10 22	4,194	647 85		
Oil, in barrels	62	3 51	1,564	213 80	141	13 54
Paint	176	25 36	548	80 85	10	1 00
Pitch and tar	603	90 45	360	31 97	221	22 10
Rags			133	25 80		
Rosin			2,322	117 03	2,229	219 14
Soda ash	980	146 74	1,690	322 87		
Sugar	855	117 53	3,339	604 42		
Stone, wrought	397	44 06	165	8 85	139	13 90
Tin	1	0 02	629	109 01		
Turpentine			126	8 21	92	9 20
White lead	3	0 45	171	31 13		
Whiting	1	0 15	684	136 39		
Whiskey and all other spirits	296	57 64	1,122	207 08	1	0 04
Merchandise, not enumerated	37,793	5,678 46	11,878	1,856 04	3,493	258 13
Total, Class No. 4.	46,529	6,962 79	32,062	4,879 64	6,723	576 75
<i>Class No. 5.</i>						
Bark						
Barrels, empty	131	17 31	390	45 15		
Boat knees						
Floats			5,572	84 91		
Firewood, in vessels	13,332	572 86	12,667	293 42	8,833	308 87
do rafts						
Lumber, sawn, in vessels	56,571	9,751 04	39,706	1,314 69	85,570	5,038 93
do rafts	15	2 03	134	6 00	50	4 00
Hoops			1	0 10		
Railway ties, in vessels	207	19 70	1,004	20 03	4,223	333 04
do rafts						
Masts, spars and telegraph poles, in vessels	1	0 25				
Masts, spars and telegraph poles, in rafts	26	0 83	18,522	463 05		
Square timber, in vessels	62,750	9,519 98	1,719	23 80		
do rafts	54	5 92	9,262	234 80		
Woodenware and wood partly manufactured	5	2 00	100	31 00		
Shingles	14	9 60	49	10 87	192	29 08
Split posts and fence rails, in vessels						
Split posts and fence rails, in rafts						
Saw logs	4,759	246 45	20,562	468 82		
Staves and headings, barrel						
do pipe	114	21 31				
do West India	36	6 75				
do salt barrel			9	0 17		
Traverses			10,854	28 25		
Hop poles						
Total, Class No. 5.	138,015	20,176 03	120,551	3,025 06	98,868	5,713 92

A—Continued.

Canals, and the Amount of Tolls collected, &c.—*Continued.*

[illegible]

APPENDIX

No. 19.—STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal.. .. .	236,290	45,974 30	168,721	23,613 56	97,738	9,572 07
Kryolite or chemical ore.....	3,094	154 70	3,780	189 00		
Iron ore.....	5,238	261 90			129	12 90
Gypsum, crude.....	205	2 56				
Stone, unwrought, not suitable for cutting.....	7,031	681 68	13,995	311 70	416	41 60
Ice.....	4,300	215 00	1,467	206 65	8,283	561 80
Total, Special Class.....	256,158	47,290 14	187,963	24,320 91	106,566	10,188 37
Total, freight and tolls	933,231	187,331 56	525,653	62,272 77	224,672	20,180 24
Timber and other wood, free....	326	16 26	7,569	746 33		
Wheat, corn, flour, iron, salt, coal, &c., &c., free	25,945	3,891 75	296,082	10,065 40	392	33 64
Grand totals, passengers and ton- nage of vessels not included....	959,502	191,239 57	829,304	73,084 50	225,064	20,213 88

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

A—Continued.

Canals, and the amount of Tolls collected, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
1,070	20 08	.....	.....	10,941	460 22	18,078	180 78	.....	.....
.....	.....	2,250	112 50	3,148	157 05	.....	.....	3	0 09
.....
512	5 12	.....	.....	.....	.....	.....	.....	420	1 96
1,275	31 88	.....	.....	.....	.....	.....	.....	.....	.....
2,857	57 08	2,250	112 50	14,089	617 27	18,078	180 78	423	2 05
13,585	672 86	591,414	47,140 75	83,755	5,954 99	29,519	1,528 85	23,675	681 11
.....	.....	49,564	631 31	13,680	228 00	.....	.....	.....	.....
.....	.....	.....	.....	3,252	86 84	.....	.....	.....	.....
13,585	672 86	640,978	47,772 06	100,687	6,269 83	29,519	1,528 85	23,675	681 11

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during the
of Property passed through and the

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds.	1,030,899	15,907 39	1,720,331	14,629 56	240,015	2,598 16
Passengers.	No. 24,089	353 55	No. 61,614	3,086 83	No. 3,360	56 18
<i>Forest, Produce of Wood.</i>	Tons.		Tons.		Tons.	
Bark.						
Boat knees.						
Floats.			5,572	84 91		
do. Free.						
Firewood.	13,332	572 86	12,667	293 42	8,833	308 87
do. Free.						
Hoops and hop poles.			1	0 10		
Lumber, sawed.	56,586	9,753 07	39,840	1,320 69	85,620	5,042 93
do. Free.			3,347			
Masts, spars, &c.	27	1 08	18,522	463 05		
do. Free.						
Railway ties.	207	19 70	1,004	20 03	4,223	333 04
do. Free.	25					
Saw-logs.	4,759	246 45	20,562	468 82		
do. Free.	301					
Staves, all kinds.	150	28 06	9	0 17		
Shingles.	14	9 60	49	10 87	192	29 08
Split posts and rails.						
do. Free.			400			
Timber, square.	62,804	9,525 90	10,981	258 60		
do. Free.			2,320			
Traverses.			10,854	28 25		
Total.	138,205	20,156 72	126,128	2,948 91	98,868	5,713 92
<i>Farm Stock.</i>						
Cattle.	2	0 04	522	39 20	75	2 40
Hogs.			48	6 25		
Horses.	52	2 32	385	29 01	12	0 40
do. Free.			3			
Sheep.			149	11 41	147	4 90
Total.	54	2 36	1,107	85 87	234	7 70

A—Continued.

Fiscal Year ended 30th June, 1891, showing the Total Quantity of each Description Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
118,436	285 61	393,525	4,214 66	144,010	1,661 27	61,683	1,233 66	56,023	327 87
No. 14,437	155 69	No. 12,683	166 15	No. 4,376	122 39	No. .....	.....	No. 8,001	79 98
Tons.		Tons. 15	1 47	Tons. 31	1 45	Tons.		Tons. 17	0 65
		12,540	127 42	1,597	28 18			457	5 60
		11,340							
1,506	12 58	43,766	1,770 22	13,160	263 64			16,416	166 64
		10,166		13,680					
		246	28 90						
854	10 05	511,537	39,159 66	38,343	2,044 29	2,619	26 19	418	6 50
		885							
28	0 18	313	10 44	94	10 00			456	7 26
		10							
153	1 53	1,065	223 51	5,301	615 26			402	14 79
		11,025							
		13,328		658	15 29			2,199	19 07
16	1 14	422	327 07	154	58 80			172	14 95
7	0 33	1	1 76	29	4 44			8	0 53
		10							
1,560	19 00	2,900	87 76	741	33 25			1,613	26 50
		2,560							
		200	1 08	742	11 44			880	3 00
4,124	44 81	622,329	41,739 29	74,530	3,086 04	2,619	26 19	23,038	265 49
		676	43 85	10	0 29				
		10	0 52	1	0 03				
25	0 52	139	9 24	15	0 42				
		342	24 78	12	0 33				
25	0 52	1,167	78 39	38	1 07				

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Produce of Animals.</i>		\$ cts.		\$ cts.		\$ cts.
Bones	1	0 02	113	14 99		
Horns and hoofs, hides and skins, raw	73	10 95	28	3 11		
Lard and lard oil.....	111	22 10	323	31 63		
do	72		100			
Meats other than pork.....	32	5 60	34	3 14		
do	1					
Pork.....	400	79 90	417	39 49	3	0 10
do			322			
Tallow	112	19 50	57	6 98		
do			54			
Wool.....	166	33 20	13	1 95		
Agricultural products not enumer- ated, animal.....	14	2 80	735	71 99		
Agricultural products not enumer- ated, animal.....			14			
Total.....	982	174 07	2,210	173 28	3	0 10
<i>Agricultural Products.</i>						
Agricultural products not enumer- ated, vegetable.....	219	12 90	1,254	143 47		
Agricultural products not enumer- ated, vegetable.....	23		1			
Apples.....	131	6 69	2,555	364 65	420	37 74
Barley	8,247	1,563 90	2,602	52 49	496	28 21
Cotton, raw			2	0 30		
Corn	248,317	49,663 05	16,004	1,194 55	7	0 24
do			85,527			
Flax and hemp.....			5	0 65		
do	1					
Flour.....	15,754	2,245 92	5,041	673 64	174	5 80
do			1,233			
Hay, pressed.....			859	55 01	2,156	84 96
Meal, all kinds	26,233	5,246 50	1,008	72 19	48	1 60
do			233			
Manilla	114	17 10	17	3 29		
Oats.....	28,645	5,728 25	2,823	107 36	507	16 93
do			9			
Pease.....	404	80 80	24,375	489 91	89	2 99
do			390			
Potatoes	29	2 59	92	7 82	10	0 80
Rye.....	817	122 55	1,908	38 22		
Seeds, flax, clover and grass.....	149	28 90	4,243	180 50		
do	100		1			
Tobacco, raw	4	0 65	22	2 11	4	0 27
do			1			
Wheat.....	150,926	29,610 58	25,210	882 93		
do			108,468			
Total.....	480,113	94,330 38	283,883	4,269 09	3,911	179 54
<i>Manufactures.</i>						
Ashes, pot and pearl.....	45	9 00	86	16 18		
do	10		45			
Agricultural implements.....			101	14 26	2	0 20
Barrels, empty.....	131	17 31	390	45 15		
Bricks.....	208	26 76	12,824	551 54	241	22 44

A—Continued.

Canals, and the amount of Tolls collected thereon, &c.—Continued.

Murray Canals.		Ottawa Canals.		Rideau Canal.		St. Peter's Canals.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		30	2 74	42	1 60				
2	0 04	39	3 45	4	0 12				
3	0 06	12	0 82	24	0 81				
		28	2 60	12	0 37				
5	0 10	43	1 61	136	3 59				
2	0 04	2	0 20						
6	0 12	3	0 30	7	0 22				
4	0 08	1,333	108 77	441	12 54				
22	0 44	1,490	120 49	666	19 25				
18	0 36	86	5 73	39	1 39	6,506	65 06		
977	17 82	92	5 10	105	2 47				
1,008	18 92	95	8 54	101	2 37				
1	0 02			23	0 63				
72	1 38	56	4 67	602	15 45	1,162	11 62	35	0 35
		439	40 79	903	21 32				
1	0 02	22	1 79	28	0 77				
10	0 26								
		833	65 35	57	1 64				
114	2 15	1,179	88 34	37	0 91				
		779	59 40	142	4 53				
325	6 11	17	1 18	35	1 14				
1	0 02	28	2 75	10	0 25				
3	0 06			1	0 07				
1,020	12 90	39	3 83	306	8 63				
3,550	60 02	3,665	287 47	2,389	61 57	7,668	76 68	0 35	0 35
		18	3 42	27	3 47				
7	0 20	15	2 31	153	16 12				
11	0 35	86	10 73	84	6 36				
		120	6 90	40	1 52			20	0 60

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canals.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Manufactures—Concluded.</i>		\$ cts.		\$ cts.		\$ cts.
Bricks.....Free.	398					
Cement and water lime.....Free.	421	62 64	2,849	389 03		
do do.....Free.	381		836			
Crockery and earthenware.....Free.	5	0 10	365	70 37	23	2 30
do do.....Free.	124					
Furniture.....Free.	29	5 18	717	117 47	5	0 50
do do.....Free.			2			
Glass, all kinds.....Free.	40	5 92	582	109 95	1	0 10
do do.....Free.	16		1			
Iron, railway.....Free.	14,186		14,594	2,156 02		
do do.....Free.						
Iron, pig.....Free.	76		3,403	416 05		
do do.....Free.	1,320	220 63	10,864	714 83	2	0 20
do all other.....Free.	706		2			
do do.....Free.						
Molasses.....Free.	75	11 25	994	125 17		
Nails.....Free.	123	10 22	4,194	647 85	250	25 00
do do.....Free.	457					
Oil.....Free.	62	3 51	1,564	213 80	141	13 54
do do.....Free.	32		6			
Oil cake.....Free.	2	0 40	2	0 16		
do do.....Free.			2			
Paint.....Free.	176	25 36	548	80 85	10	1 00
do do.....Free.	62					
Pitch and tar.....Free.	603	90 45	360	31 97	221	22 10
do do.....Free.	17					
Rosin.....Free.			2,322	117 03	2,229	219 14
do do.....Free.	1					
Soda ash.....Free.	980	146 74	1,690	322 87		
do do.....Free.	523					
Spirits, whiskey, &c.....Free.	296	57 64	1,122	207 08	1	0 04
do do.....Free.	232		103			
Steel.....Free.	226	33 90	161	21 70		
Sugar.....Free.	855	117 53	3,339	604 42		
do do.....Free.	175					
Tin.....Free.	1	0 02	629	109 01		
do do.....Free.	37					
Turpentine.....Free.			126	8 21	92	9 20
do do.....Free.	1					
White lead.....Free.	3	0 45	171	31 13		
do do.....Free.	11					
Whiting.....Free.	1	0 15	684	136 39		
do do.....Free.	52					
Woodenware.....Free.	5	2 00	100	31 00		
do do.....Free.			1,502			
Total.....	23,104	847 16	67,280	7,289 49	3,218	315 76
<i>Merchandise.</i>						
Brimstone, crude.....	680	102 00	234	20 80	147	28 35
Clay, lime and sand.....	255	17 94	30,226	1,353 29	5,149	537 61
do do.....Free.	23		707			
Coal.....Free.	236,290	45,974 30	168,721	23,613 56	97,738	9,572 07
do do.....Free.			94,977		392	
Dye woods and dye stuffs.....			240	14 75	116	11 60
Fish.....Free.	219	35 30	393	40 27		
do do.....Free.	20		49			
Gypsum.....	205	2 56	839	17 78		
Ores, all kinds.....Free.	8,332	416 60	3,780	189 00	129	12 90
do do.....Free.			917			

A—Continued.
Canals, and the Amount of Tolls collected thereon, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
7	0 14	41	4 00	117	3 29				
6	0 16	4	0 34	73	8 45				
39	1 13	35	4 35	72	7 55				
19	0 49	8	0 96	65	7 06				
280	5 25			60	1 78				
85	1 60			89	2 22				
271	5 14	33	2 10	239	6 95				
		24	2 33	147	13 35				
333	8 37	31	2 92	293	28 10				
168	4 21	35	2 69	219	20 52				
				3	0 10				
26	0 67	2	0 24	29	3 56				
				35	3 50				
				3	0 27				
50	1 26			19	1 78				
62	1 61	22	1 43	160	17 88				
		1	0 05	24	1 19				
134	3 39	54	4 58	311	30 91				
8	0 22	12	0 79	19	1 88				
		1	0 05	1	0 09				
34	0 87			17	1 62				
77	1 93	3	0 15	29	2 76				
42	0 80	59	46 03	8	1 30				
		240							
1,659	37 79	844	96 37	2,336	193 58			20	0 60
27	0 50	8,744	258 08	403	9 44				
1,070	20 08			10,941	460 22	18,078	180 78		
				3,252					
				2	0 18				
22	0 43	3	0 30	112	2 73	649	6 49		
		2,250	112 50	3,148	157 05			3	0 09

APPENDIX

No. 20.—SUMMARY STATEMENT of Traffic on the undermentioned

ARTICLES.	Welland Canal.		St. Lawrence Canals.		Chambly Canals.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Merchandise—Concluded.</i>		\$ cts.		\$ cts.		\$ cts.
Marble.	4,931	739 65	35	6 90	.....	.....
Rags. ....	.....	.....	133	25 80	.....	.....
Salt.	1,463	272 98	11,983	1,605 09	766	68 86
do Free.	7,220	.....	.....	.....	.....	.....
Stone, all kinds.	14,325	2,105 14	20,038	839 81	2,617	257 56
do Free.	.....	.....	1,920	.....	.....	.....
All other goods and merchandise, not enumerated.	42,093	5,893 46	13,345	2,062 69	11,776	819 93
do do Free	988	.....	159	.....	.....	.....
Total.	317,044	55,559 93	348,696	29,789 74	118,830	11,308 88
Grand totals, passengers and ton- nage of vessels not included.	959,502	187,331 56	829,304	62,272 77	225,064	20,180 24

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

A—Continued.

Canals, and the Amount of Tolls collected thereon, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canals.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
6	0 15								
11	0 28	3	0 44	8	0 72				
257	4 82	5	0 21	1,144	32 98				
694	8 54	3	0 57	706	33 10			420	1 96
2,118	53 18	475	65 83	1,012	113 40	505	5 05	159	4 77
4,205	87 98	11,483	437 93	20,728	809 82	19,232	192 32	582	6 82
13,585	672 86	640,978	47,140 75	100,687	5,954 99	29,519	1,528 85	23,675	681 11

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued—CANALS.

No. 21.—STATEMENT showing the Amount of Tolls accrued each month during the Fiscal Year ended 30th June, 1891.

Canals and Offices.	1890.						1891.			Total.
	July.	August.	September.	October.	November.	December.	April.	May.	June.	
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$		cts.
WELLAND CANAL.										
Chippawa ..	2 18	2 27	6 52	6 02	4 69	4 80	3,746 67	22 24	11 03	54 95
Colborne..	21,786 81	18,179 23	17,401 34	14,846 52	14,275 63	14,275 63	17,236 94	17,236 94	18,431 79	126,409 73
Dalhousie.	7,203 38	7,055 75	10,152 59	6,970 93	5,167 45	3 23	2,620 79	11,465 72	8,006 53	59,246 37
Dunnville	107 73	29 43	0 50	29 51	25 08	25 08	...	30 19	118 38	340 82
Maitland ..	4 00	2 36	1 00	0 50	1 50	1 50	8 75	0 65	...	18 76
Robinson..	34 60	57 61	137 35	84 89	157 90	7 09	49 46	105 53	71 93	706 36
St. Catharines.	81 12	75 65	93 67	59 78	44 44	...	64 32	80 83	54 76	554 57
Total, Welland Canal.....	29,219 82	25,402 30	27,792 97	21,998 15	19,676 69	15 12	6,489 99	28,942 10	27,794 42	187,331 56
ST. LAWRENCE CANALS.										
Beauharnois.....	113 75	91 52	50 29	188 18	182 92	...	1 44	45 14	117 04	790 28
Cardinal.....	219 02	60 97	77 74	73 48	68 34	14 38	7 80	151 68	100 24	773 65
Cornwall.....	2,119 07	2,820 81	2,414 01	2,046 34	1,888 67	19 00	...	2,047 43	4,207 33	17,652 66
Kingston.....	1,542 48	2,934 97	2,562 75	2,479 32	957 44	...	...	1,687 13	1,969 31	14,133 40
Lachine.....	354 29	686 57	590 63	483 34	187 65	...	19 19	252 74	366 33	2,940 74
Montreal ..	5,564 36	4,523 03	4,211 72	3,118 48	2,243 63	...	140 79	2,789 07	3,390 96	25,982 04
Total, St. Lawrence Canals.....	9,912 97	11,117 87	9,907 14	8,389 14	5,528 65	33 38	169 22	6,973 19	10,241 21	62,272 77
CHAMBLY CANAL.										
Chamby.....	773 98	966 37	1,050 02	1,271 73	614 65	...	...	648 74	1,098 87	6,424 36
St. John's.....	1,577 74	1,893 77	2,410 40	2,067 37	938 74	...	...	2,613 46	1,856 57	13,268 05
St. Ours.....	70 76	67 50	72 48	84 69	73 76	...	...	47 87	70 77	487 83
Total, Chamblay Canal.....	2,422 48	2,837 64	3,532 90	3,423 79	1,627 15	...	...	3,310 07	3,026 21	20,180 24

OTTAWA CANALS.											
Ottawa.....	5,669 62	4,175 29	3,201 51	3,104 69	2,098 17	190 03	5,129 73	3,941 19	27,510 23		
Carillon.....	20 90	38 48	11 46	36 11	32 22	9 67	21 92	9 64	180 40		
Grenville.....	3,083 34	2,723 78	2,007 81	2,694 12	1,830 90	325 09	2,757 48	2,784 31	18,212 83		
St. Anne's.....	165 28	188 40	176 63	237 38	101 70	17 09	147 77	203 04	1,237 29		
Total, Ottawa Canals.....	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99	541 88	8,056 90	6,938 18	47,140 75		
RIDEAU CANAL.											
Kingston Mills.....	207 44	234 53	231 54	241 83	68 51		165 94	282 46	1,432 25		
Ottawa.....	902 56	608 96	582 23	596 93	294 68	9 14	393 84	706 02	4,094 36		
Smith's Falls.....	101 95	88 35	71 43	29 42	53 27		29 05	54 91	428 38		
Total, Rideau Canal	1,211 95	931 84	885 20	868 18	416 46	9 14	588 83	1,043 39	5,954 99		
ST. PETER'S CANAL.											
St. Peter's Canal	203 26	203 18	262 93	301 75	217 51	43 65	154 70	112 98	1,528 85		
TRENT VALLEY CANALS.											
Burleigh.....	12 00	16 75	8 00				3 93	18 83	59 51		
Bobcaygeon.....	66 82	63 34	78 76	66 79	11 12		9 50	45 63	341 96		
Buckhorn.....	8 50	13 50			10 00			20 75	52 75		
Fenelon Falls.....	0 50	8 60	10 35	7 35	5 41		0 50	2 25	34 96		
Hastings.....	4 50	4 20	1 50	11 75	1 00		1 50	4 25	28 70		
Peterborough.....	32 64	26 51	24 84	27 73	14 47		12 10	22 24	163 23		
Total, Trent Valley Canals.....	124 96	132 90	123 45	113 62	42 00		27 53	113 95	681 11		
MURRAY CANAL.											
Brighton.....	107 93	132 86	84 52	77 17	46 34		54 85	135 67	672 86		
Grand Total	52,142 51	47,910 54	47,986 52	41,244 10	31,617 79	92 15	48,108 17	49,406 01	325,763 13		

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Fiscal Year ended 30th June, 1891.

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
WELLAND CANAL.													
Canadian Vessels, steam	1,020	81,052	79,545	61,991	1,329	.....	286	.....	292	5,872	70,161	148,915	3,299 83
do sail	750	41,760	33,029	44,223	3,227	.....	.....	.....	.....	8,776	61,637	95,045	3,801 08
Total Canadian	1,770	122,812	112,574	106,214	4,556	.....	286	.....	292	14,648	131,818	243,960	7,100 91
United States Vessels, steam	488	.....	18	6,745	746	206,748	187,914	1,466	34,587	214,959	223,265	438,224	6,577 78
do sail	289	241	20	3,631	664	44,582	40,051	771	9,515	49,225	50,250	99,475	2,228 70
Total United States	777	241	38	10,376	1,410	251,330	227,965	2,237	44,102	264,184	273,515	537,699	8,806 48
Grand Total, Welland Canal.	2,547	123,053	112,612	116,590	5,966	.....	251,616	.....	175,920	508,144	522,755	1,030,899	15,907 39
ST. LAWRENCE CANALS.													
Canadian Vessels, steam	3,696	374,221	327,126	17,807	56	.....	.....	67	581	4,329	392,609	331,578	4,116 90
do sail	5,432	501,194	316,429	24,256	779	.....	.....	15	119	60,703	525,569	377,926	9,806 66
Total Canadian	9,148	875,415	643,555	42,063	835	.....	.....	82	700	65,032	918,178	709,504	13,923 56
United States Vessels, steam	598	805	1,362	2,250	178	6,193	7,321	133	6,664	9,381	15,525	24,906	181 45
do sail	730	887	11,335	4,242	6,109	1,168	1,113	37,425	5,464	43,722	24,021	67,743	524 55
Total United States	1,328	1,692	12,697	6,492	6,287	7,361	8,434	37,558	12,128	53,103	39,546	92,649	706 00
Grand Total, St. Lawrence Canals	10,476	877,107	656,252	48,555	7,122	.....	7,361	.....	38,258	971,281	749,050	1,720,331	14,629 56

[illegible]

No. 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality, &c.—*Continued.*

VESSELS.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
RIDEAU CANAL.—Continued.													
United States Vessels, steam.....	57	474	388									956	16 55
do sail.....	91	1,513	4,015	94						568	3,634	7,649	106 23
Total United States.	148	1,987	4,403	2,215						4,202	4,403	8,605	122 78
Grand Total, Rideau Canal....	2,252	63,461	76,398	4,151						67,612	76,398	144,010	1,661 27
ST. PETER'S CANAL.													
Canadian Vessels, steam.....	33	3,357	5,003									8,360	107 20
do sail.....	1,121	27,359	25,964							3,357	25,964	53,323	1,066 46
Grand Total, St. Peter's Canal.	1,154	30,716	30,967							30,716	30,967	61,683	1,233 66
TRENT VALLEY CANAL.													
Canadian Vessels, steam.....	732	13,998	13,067									27,065	204 72
do sail.....	502	15,067	13,891							13,998	13,891	28,958	123 15
Grand Total, Trent Valley Canal.....	1,234	29,065	26,958							29,065	26,958	56,023	327 87

RECAPITULATION.

CANADIAN VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	1,770	122,812	112,574	106,214	4,556	286	292	14,048	131,818	243,960	249,240	493,200	7,100 91
St. Lawrence.....	9,148	875,415	643,555	42,063	835	.....	82	700	65,032	918,178	709,504	1,627,682	13,923 56
Chambly.....	1,007	44,141	42,447	10,173	.....	.....	.....	.....	28,792	54,314	71,239	125,553	1,065 37
Murray.....	981	64,536	38,810	7,950	177	.....	.....	167	6,457	72,653	45,444	118,097	281 83
Ottawa.....	2,496	65,401	269,274	.....	26,250	.....	.....	.....	.....	65,401	295,524	360,925	3,455 39
Rideau.....	2,104	61,474	71,995	1,936	.....	.....	.....	.....	.....	63,410	71,995	135,405	1,538 49
St. Peter's.....	1,154	30,716	30,967	.....	.....	.....	.....	.....	.....	30,716	30,967	61,683	1,233 66
Trent Valley.....	1,234	29,065	26,958	.....	.....	.....	.....	.....	.....	29,065	26,958	56,023	327 87
Total Canadian.....	19,894	1,293,560	1,236,580	168,336	31,818	286	374	15,515	232,099	1,477,697	1,500,871	2,978,568	28,927 08
UNITED STATES VESSELS.													
<i>Steam and Sail.</i>													
Welland.....	777	241	38	10,376	1,410	251,330	227,965	2,237	44,102	264,184	273,515	537,699	8,806 48
St. Lawrence.....	1,328	1,692	12,697	6,492	6,287	7,361	8,434	37,558	12,128	53,103	39,546	92,649	706 00
Chambly.....	1,097	2,515	2,732	30,105	4,197	.....	.....	.....	74,913	32,620	81,842	114,462	1,532 79
Murray.....	15	7	6	198	.....	.....	.....	5	123	210	129	339	3 78
Ottawa.....	334	5,026	318	183	26,797	.....	.....	276	.....	5,485	27,115	32,600	759 27
Rideau.....	148	1,987	4,403	2,215	.....	.....	.....	.....	.....	4,202	4,403	8,605	122 78
St. Peter's.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total United States.....	3,699	11,468	20,194	49,569	38,691	258,691	236,399	40,076	131,266	359,804	426,550	786,354	11,931 10
Grand Total Canadian and United States.....	23,593	1,305,028	1,256,774	217,905	70,509	258,977	236,773	55,591	363,365	1,837,501	1,927,421	3,764,922	40,858 18

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 23.—COMPARATIVE STATEMENT of the Total Movement of Property, Passengers and Vessels on the undermentioned Canals for the Fiscal Year ended 30th June, 1891, and the three preceding Years.

GOODS, WARES AND MERCHANDISE.	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.
Farm stock	17	9	25	54	1,092	840	981	1,107	195	183	226	234
Forest	121,892	156,771	194,144	138,205	169,219	159,430	144,461	126,128	103,164	102,102	88,955	98,868
Manufactures	34,430	23,621	29,082	23,104	65,391	67,173	81,745	67,280	16,360	13,763	7,225	3,218
Merchandise	251,078	288,740	317,150	317,044	306,343	323,099	312,337	348,696	111,303	129,174	91,785	118,830
Vegetable food and other agri- cultural products	419,883	469,113	564,152	481,095	333,170	292,674	370,577	286,093	6,988	5,423	4,594	3,914
Total tons	827,300	938,254	1,104,553	959,502	875,215	843,216	910,101	829,304	238,010	250,645	192,785	225,064
Passengers	5,464	3,071	9,599	24,089	58,079	48,242	51,519	61,614	3,419	3,713	4,983	3,360
Number of vessels of all kinds ..	2,729	2,839	3,057	2,547	9,744	9,358	11,188	10,476	2,311	2,305	2,018	2,104
Total tonnage of vessels of all kinds	807,434	939,035	1,144,117	1,030,899	1,682,879	1,575,938	1,750,414	1,720,331	247,766	249,367	224,562	240,015
	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Increase of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1890, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Increase of 1891 compared with 1890, is	Percentage of Increase of 1891 compared with 1890, is	Percentage of Decrease of 1891 compared with 1888, is	Percentage of Decrease of 1891 compared with 1888, is
	13-13	13-78	7-45	5-53	14-34	5-53	5-75					

GOODS, WARES AND MERCHANDISE.	Murray Canal.				Ottawa Canal.				Rideau Canal.			
	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.
Farm stock.....			22	25	1,220	1,204	1,028	1,167	36	23	25	38
Forest.....			6,822	4,124	668,165	687,353	638,978	622,829	75,860	91,693	105,237	74,530
Manufactures.....			34	1,659	484	425	360	844	2,461	2,566	2,424	2,336
Merchandise.....			3,085	4,205	7,913	10,009	7,636	11,483	14,666	19,647	19,311	20,728
Vegetable food and other agri- cultural products.....			621	3,572	7,712	6,051	4,382	5,155	2,945	2,442	2,393	3,055
Total tons.....			10,594	13,585	685,434	705,132	712,384	640,378	95,968	116,371	129,390	100,687
Passengers.....			1,331	14,437	14,477	14,248	14,284	12,683	3,522	3,527	2,535	4,376
Number of vessels, all kinds.....			167	996	3,326	3,166	3,066	2,830	2,598	2,752	2,407	2,252
Total tonnage of vessels of all kinds.....			22,102	118,436	431,289	430,698	410,534	393,525	163,967	184,575	159,559	144,510
	Murray Canal.				Ottawa Canals.				Rideau Canal.			
				Percentage of Increase of 1891 compared with 1890, is		Percentage of Decrease of 1891 compared with 1890, is		Percentage of Decrease of 1891 compared with 1888, is		Percentage of Increase of 1891 compared with 1888, is		
			22.01		6.93		11.14		28.5		4.68	

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA,

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1888, 1889, 1890, 1891.

PROPERTY AND VESSELS.	Welland Canal.				St. Lawrence Canals.				Chambly Canal.			
	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.
Tonnage of property, up.	273,484	296,090	315,726	313,480	272,405	280,075	299,357	258,594	106,740	91,226	91,668	101,722
do down.	553,816	642,164	788,827	646,022	602,810	563,141	610,744	570,710	131,270	159,419	101,117	123,342
Total tonnage of property, up and down.	827,300	938,254	1,104,553	959,502	875,215	843,216	910,101	829,304	238,010	250,645	192,785	225,064
Tonnage of vessels, up.	397,961	469,884	564,536	508,144	965,751	915,314	1,009,119	971,281	83,342	81,109	84,888	86,934
do down.	409,473	469,151	579,581	522,755	717,148	660,624	741,295	749,050	164,424	108,258	139,074	153,081
Total tonnage of vessels, up and down.	807,434	939,035	1,144,117	1,030,899	1,682,879	1,575,938	1,750,414	1,720,331	247,766	249,367	224,562	240,015
Grand total tonnage of pro- perty and vessels, up and down.	1,634,734	1,877,289	2,248,670	1,990,401	2,558,094	2,419,154	2,660,515	2,549,635	485,777	500,012	417,347	465,079

APPENDIX A—Continued—CANALS.

No. 24.—COMPARATIVE STATEMENT of the Tonnage of Vessels and Goods passed through the Canals during the Fiscal Years ended 30th June, 1888, 1889, 1890, 1891.

PROPERTY AND VESSELS.	Murray Canal.				Ottawa Canals.				Rideau Canal.			
	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.	1888.	1889.	1890.	1891.
Tonnage of property, up.....	3,941	9,108	414	172	569	639	79,996	86,245	114,513	75,122
do down.....	6,653	4,477	685,020	704,960	711,815	640,339	15,972	30,126	14,877	25,565
Total tonnage of property, up and down	10,594	13,585	685,434	705,132	712,384	640,978	95,968	116,371	129,390	100,687
Tonnage of vessels, up.....	11,242	72,863	78,762	77,419	68,222	70,886	79,411	88,721	79,787	67,612
do down	10,860	45,573	352,527	353,279	342,312	322,639	84,556	95,854	79,772	76,308
Total tonnage of vessels, up and down.....	22,102	118,436	431,289	430,698	410,534	393,525	163,967	184,575	159,559	144,010
Grand total tonnage of pro- perty and vessels, up and down	32,696	132,021	1,116,723	1,135,830	1,122,918	1,034,503	259,935	300,946	288,949	244,697

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—*Continued*—CANALS.

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals during the Fiscal Years ending 30th June, 1890 and 1891, and the Amount of Tolls collected thereon.

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Ashes, pot and pearl.....	203	37 13	176	32 07
do.....Free	98		55	
Apples.....	3,735	435 55	4,280	434 47
Agricultural products not enumerated, vegetable ...	18,070	275 37	8,122	228 91
do do do Free			24	
do do animal.....	2,355	216 31	2,527	196 18
do do do Free			14	
Agricultural implements.....	289	35 59	278	33 09
Barley.....	9,879	986 19	12,549	1,674 43
Bricks.....	10,995	488 29	13,453	609 76
do.....Free	92		398	
Bones.....	447	54 88	186	19 35
Brimstone, crude.....	323	44 68	1,061	151 15
Cement and water lime.....	6,657	710 40	3,435	459 10
do.....Free	1,033		1,217	
Clay, lime and sand.....	41,754	1,977 42	44,804	2,176 86
do.....Free	876		730	
Coal.....	480,881	73,104 81	532,838	79,821 01
do.....Free	103,670		98,621	
Corn.....	365,575	71,356 08	264,351	50,858 47
do.....Free	188,160		85,527	
Cattle.....	998	69 67	1,285	85 78
Cotton, raw.....			3	0 32
Crockery and earthenware.....	276	48 02	476	81 72
do.....Free	64		124	
Dye goods and dye stuffs.....	219	16 43	358	26 53
Fish.....	2,081	96 15	1,398	85 52
do.....Free	78		69	
Flax and hemp.....	165	6 18	5	0 65
do.....Free			1	
Flour.....	12,576	1,384 07	22,896	2,958 83
do.....Free	7,135		1,233	
Furniture.....	638	114 40	897	136 18
do.....Free	1		2	
Gypsum.....	2,812	53 24	839	17 78
do crude.....			205	2 56
Glass.....	521	93 91	715	124 48
do.....Free	8		17	
Hay, pressed.....	3,792	204 62	4,357	202 08
Hogs.....	51	6 30	59	6 80
Horses.....	662	42 12	628	41 91
do.....Free	4		3	
Hides and skins, horns and hoofs.....	65	7 00	146	17 67
Ice.....	24,646	1,335 69	15,325	1,015 33
Iron, railway.....	18,521	2,729 98	14,934	2,163 05
do.....Free	18,813		14,186	
Iron, pig.....	5,784	842 97	3,577	419 87
do.....Free	124		76	
Iron, all other.....	21,809	1,250 10	12,729	949 85
do.....Free	133		708	
Iron ore.....	8	0 08	5,370	274 89

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article imported on the Canals, &c.—*Continued.*

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
		8 cts.		8 cts.
Kryolite or chemical ore, and other ore except iron.....	4,948	249 74	12,272	613 25
do do Free	10		917	
Lard and lard oil.....	134	16 55	473	55 42
do Free			172	
Meal, all kinds.....	16,307	3,128 91	27,340	5,322 87
do Free	184		233	
Meats, other than pork.....	119	12 30	106	11 71
do Free	29		1	
Marble.....	4,545	679 60	4,972	746 70
Manilla.....	57	8 85	141	20 65
Molasses.....	5,757	555 84	1,490	177 10
do Free	56			
Nails.....	3,715	597 02	4,974	697 46
do Free	690		457	
Oats.....	40,882	7,135 95	32,865	5,919 53
do Free	790		9	
Oil.....	2,432	273 74	2,189	258 27
do Free	11		38	
Oil cake.....	828	161 86	7	0 66
do Free	798		2	
Pease.....	24,810	571 67	26,198	665 10
do Free			390	
Potatoes.....	353	25 33	1,052	75 14
Pork.....	1,983	288 51	1,004	124 79
do Free	1,051	160 00	322	
Paint.....	448	61 86	791	111 68
do Free	52		62	
Pitch and tar.....	1,593	135 29	1,219	148 02
do Free	12		17	
Rags.....	1,100	113 76	155	27 24
Rye.....	6,442	791 62	3,102	169 20
do Free	2,404			
Rosin.....	2,761	204 06	4,554	336 44
Salt.....	10,001	1,310 12	15,618	1,984 94
do Free	4,284		7,220	
Stone, intended for cutting.....	20,803	2,511 54	15,723	2,136 97
do do Free	762		450	
do wrought.....	958	139 13	706	67 65
do do Free	2,561			
do not suitable for cutting, unwrought.....	9,531	735 29	22,374	1,042 06
do do Free	9,456		1,470	
Seeds, all kinds.....	7,695	333 86	4,431	212 42
do Free	2		101	
Sheep.....	592	38 32	650	41 42
Soda ash.....	1,897	324 77	2,739	472 65
do Free	783		523	
Steel.....	483	65 60	412	56 84
do Free	4			
Sugar.....	7,611	1,042 39	4,693	760 83
do Free	454		175	
Spirits.....	1,594	286 49	1,663	285 68
do Free	318		335	
Tobacco, raw.....	10	1 18	34	3 16
do Free	1		1	

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Continued.*

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Tallow.....	125	18 19	173	26 72
do .....Free			54	
Tin.....	596	97 01	669	111 92
do .....Free	94		37	
Turpentine.....	349	28 15	220	17 55
do .....Free	2		1	
Wheat.....	170,485	26,660 67	177,501	30,518 87
do .....Free	78,561		108,468	
White lead.....	112	20 10	225	34 07
do .....Free	13		11	
Whiting.....	410	75 29	794	141 38
do .....Free	52		52	
Wool.....	419	81 92	195	35 79
do .....Free	13			
All other goods and merchandise, not enumerated....	46,825	6,588 56	56,158	8,002 98
do .....do Free	1,615		1,147	
Bark.....	349	5 33	63	3 57
Barrels, empty.....	632	71 49	702	79 90
Floats.....	19,472	260 62	20,166	246 11
do .....Free	23,786		11,340	
Firewood, in vessels.....	103,792	3,173 65	109,200	3,362 76
do .....do Free	21,585		13,680	
do .....rafts.....	222	2 41	480	25 47
do .....do Free	4,410		10,166	
Hoops.....	30	2 66	247	29 00
Hop poles.....	79	11 50		
Lumber, sawn, in vessels.....	855,412	68,388 25	735,327	57,331 34
do .....do Free	5,896		2,430	
do .....rafts.....	657	22 31	490	32 04
do .....do Free	1,874		1,802	
Masts, spars and telegraph poles, in vessels.....	18,246	482 63	771	15 52
do .....do Free			10	
do .....do rafts.....	3,982	102 33	18,669	476 49
Railway ties, in vessels.....	13,555	1,382 14	11,334	1,136 54
do .....do Free			25	
do .....rafts.....	700	55 31	1,021	91 32
do .....do Free	3,413		11,025	
Saw logs.....	28,737	640 26	28,178	749 63
do .....Free	26,037		13,629	
Staves and heading, barrel.....	222	17 86		
do .....pipe.....	278	51 74	114	21 31
do .....West India.....	514	72 88	36	6 75
do .....salt barrel.....	18	1 10	9	0 17
Shingles.....	749	320 64	1,019	451 51
do .....Free	6			
Split posts and fence rails, in vessels.....	59	11 23	44	6 93
do .....do rafts.....	19	0 30	1	0 13
do .....do Free			410	
Timber, square, in vessels.....	75,548	11,054 98	66,119	9,609 17
do .....do Free			360	
do .....rafts.....	42,240	3,810 82	14,480	341 84
do .....do Free	3,579		4,520	

No. 25.—COMPARATIVE STATEMENT showing the Quantity of each Article transported on the Canals, &c.—*Concluded.*

ARTICLES.	1890.		1891.	
	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.
Traverses.....	14,402	60 86	12,676	43 77
Woodenware and wood partly manufactured.....	283	80 60	214	81 13
do do Free			1,742	
Total tonnage freight paying tolls	2,616,694	303,278 57	2,425,504	280,884 18
Total tonnage freight free	515,937		396,810	
Grand total—freight.....	3,132,631		2,822,314	
Passengers—total number.....	90,924	3,195 85	128,560	4,020 73
Vessels—tonnage.....	3,836,541	45,943 54	3,764,922	40,858 18
Total tolls collected		352,417 96		325,763 09
Total tolls free		19,478 80		15,699 53
Gross total tolls		371,896 76		341,462 62

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A.

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article transported on the Welland Canal, and the Amount of Revenue collected, during the Season of Navigation in 1890.

ARTICLES.	From Canadian Ports.		From Canadian to United States Ports.		From United States Ports.		From United States to United States Ports.		Tons.		Amount of Tolls.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	§	cts.	§	cts.
Ashes, pot and pearl.....		2												
Apples.....		118						68	1	70		0 15	14 00	14 15
Agricultural products not enumerated, vegetable.....									32	118		4 80	2 99	7 79
Agricultural products not enumerated, animal.....		1						1	18	202		2 70	10 23	12 93
Agricultural implements.....								14		14			2 80	2 80
Barley.....						6,519			4,311	6,519	10,830	646 65	1,303 80	1,950 45
Bricks.....	108	144			79	4			187	148	335	21 58	13 85	35 43
Bones.....	1								1		1	0 02		0 02
Brimstone.....					736				736		736	110 40		110 40
Cement and water lime.....	3				52				87		87	11 82		11 82
Clay, lime and sand.....	50	422							50	422	472	0 94	44 25	45 19
Coal.....	92				161,616	615	17,280	22,781	178,988	23,396	202,384	35,795 50	2,427 10	38,222 60
Corn.....						180,842		146,552	1		327,394	65,478 60		65,478 60
Cattle.....	1								1		1	0 02		0 02
Cotton, raw.....														
Crockery and earthenware.....			1						1		1	0 15		0 15
Dye wood and dye stuffs.....														
Fish.....		51	2		170				172	51	223	25 80	9 85	35 65
Flax and hemp.....														
Flour.....		4,854				9,204		403		14,461	14,461		2,042 79	2,042 79
Furniture.....		4	8			21		2	8	27	35	1 20	4 90	6 10
Gypsum.....										205	205		2 56	2 56
Glass, all kinds.....	2		17		6			1	25	1	26	3 75	0 20	3 95
Hay, pressed.....														
Hogs.....														
Horses.....	29	10	4		1	1		3	34	14	48	1 33	1 05	2 38
Hides and skins, horns and hoofs.....									55		55	8 25		8 25
Ice.....		450			9,475				24,618	450	25,068	1,230 90	2 82	1,233 72

No. (A) 7.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.		Amount of Tolls.		Total Amount of Tolls.	
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Total Tons.	Total Tons.	Up.	Down.	\$	cts.
Hop poles.....	760	7,013														
Lumber, sawn, in vessels.....		15														
do in rafts.....																
Masts, spars and telegraph poles, in vessels.....		1														
Masts, spars and telegraph poles, in rafts.....	23	3														
Railway ties, in vessels.....		10														
do in rafts.....																
Saw logs.....	60	3,626														
Staves and headings, barrel.....		218														
do do pipe.....																
do do West India.....																
Staves, salt barrel.....																
Shingles.....																
Split posts and fence rails, in vessels.....																
Split posts and fence rails, in rafts.....																
Timber, square, in vessels.....	1	12,269														
do in rafts.....	6	1,725														
Traverses.....																
Woodenware and wood partly manufactured.....					26	1										
Total freight paying tolls.....	9,559	56,335	26,238	10,283	214,183	318,259	17,358	331,799	267,338	716,676	984,014	984,014	44,669 91	131,103 47	175,773 38	
<i>Articles having paid full Tolls on the St. Lawrence Canals, Free.</i>																
Ashes, pot and pearl.....			10													
Bricks.....			103													
Cement and water lime.....	8		54													
Clay, lime and sand.....	2		6													

Crockery and earthenware.....	3	8	11	11	11
Fish.....	26	26	26	26	26
Flour.....	48	48	48	48	48
Glass, all kinds.....	2	23	23	23	23
Iron, railway.....	21	20,003	20,003	20,003	20,003
do pig.....	61	20	20	20	20
do all other.....	96	584	584	584	584
Lard and lard oil.....	42	72	72	72	72
Nails.....	411	453	453	453	453
Oils, in barrels.....	5	11	11	11	11
Pork.....	33	33	33	33	33
Paint.....	17	24	24	24	24
Pitch and tar.....	12	13	13	13	13
Rosin.....	1	1	1	1	1
Salt.....	6,486	836	7,440	7,440	7,440
Stone for cutting.....	12	12	12	12	12
Seeds, all kinds.....	100	100	100	100	100
Soda, ash.....	194	360	554	554	554
Steel.....	1	1	1	1	1
Sugar.....	551	551	551	551	551
Spirits, beer, &c.....	330	350	350	350	350
Tobacco, raw.....	1	1	1	1	1
Tin.....	40	40	40	40	40
Turpentine.....	1	2	2	2	2
White lead.....	8	19	19	19	19
Whiting.....	3	34	34	34	34
Wool.....	13	13	13	13	13
All other goods and merchandise not enumerated.....	1,044	90	1,180	1,180	1,180
Timber passed free from Wel-					
land to Port Robinson.....	200		200	200	200
Grand Total freight.....	30,274	215,698	331,799	716,876	1,016,165
Total tolls on vessels.....					8,938 38
do passengers.....					176 26
do free goods.....					361 65
Fines and damages.....					\$4,803 15
Total revenue, exclusive of hydraulic rents.....					53,784 55
Total revenue, exclusive of hydraulic rents.....					194,668 92

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 8.—STATEMENT showing the Quantity of each Article of Through Freight transported on the Welland Canal, and the Amount of Tolls collected thereon, during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
												\$ cts.	\$ cts.	
Ashes, pot and pearl.....												\$ cts.	\$ cts.	\$ cts.
Apples.....		2		1			68	1	70	71	0 15	14 00	14 15	
Agricultural products not enumerated, vegetable.....				32				32		32	4 80		4 80	
Agricultural products not enumerated, animal.....				18				1	1	19	2 70	0 20	2 90	
Agricultural implements.....							14		14	14		2 80	2 80	
Barley.....														
Bricks.....	50		4,311		79	4		4,311	6,519	10,830	646 65	1,303 80	1,950 45	
Bones.....					736			736		736	110 40		110 40	
Brimstone.....			17		52			69		69	10 35		10 35	
Cement and water lime.....														
Clay, lime and sand.....														
Coal.....	80				161,616	615	22,781	178,976	23,396	202,372	35,795 20	2,427 10	38,222 30	
Corn.....					180,842		146,550		327,392	327,392		65,478 40	65,478 40	
Cattle.....														
Cotton, raw.....								1		1	0 15		0 15	
Crockery and earthenware.....			1											
Dye wood and dye stuffs.....														
Fish.....		49	2		170			172	49	221	25 80	9 80	35 60	
Flax and hemp.....														
Flour.....					9,204	21	403	8	9,607	9,607	1 20	4 60	1,921 40	
Furniture.....			8				2	23		31			5 80	
Gypsum.....														
Glass, all kinds.....	2		17		6		1	25	1	26	3 75	0 20	3 95	
Hay, pressed.....														
Hogs.....														
Horses.....			4		1	1	3	5	4	9	0 75	0 80	1 55	
Hides and skins, horns and hoofs.....					55			55		55	8 25		8 25	

Ice.....	15,143	9,475	24,618	1,290 90	1,230 90
Iron, railway.....	30	.....	30	4 50	4 50
do pig.....	128	.....	697	104 60	104 60
do all other.....	5,238	503	5,238	261 90	261 90
Iron ore.....	.....	.....	.....	.....	.....
Kryolithe, chemical ore and other ore, except iron.....	.....	.....	.....	.....	.....
Lard and lard oil.....	2	.....	.....	145 00	145 00
Meat, all kinds.....	4	.....	.....	7 00	7 30
Meats, other than pork.....	.....	.....	.....	4,141 35	4,141 35
Marble.....	.....	.....	.....	3 00	3 00
Manilla.....	.....	.....	.....	665 55	665 55
Molasses.....	1	.....	.....	24 30	24 30
Nails.....	4	.....	.....	17 55	17 55
Oats.....	73	.....	.....	0 90	0 90
Oil, in barrels.....	.....	.....	.....	5,516 40	5,516 40
Oil cake.....	.....	.....	.....	1 20	1 20
Pease.....	.....	.....	.....	0 40	0 40
Potatoes.....	14	.....	.....	2 80	2 80
Pork.....	1	.....	.....	0 20	0 20
Paint.....	88	.....	.....	65 60	65 60
Pitch and tar.....	3	.....	.....	0 60	0 60
Rags.....	596	.....	.....	122 70	122 70
Rye.....	.....	.....	.....	.....	.....
Rosin.....	.....	.....	.....	.....	.....
Salt.....	104	.....	.....	64 20	288 40
Stone intended for cutting.....	701	.....	.....	140 20	187 30
do wrought.....	971	.....	.....	1,152 20	1,152 20
do not suitable for cutting, unwrought.....	.....	.....	.....	131 40	131 40
Seeds, all kinds.....	.....	.....	.....	.....	.....
Sheep.....	.....	.....	.....	508 40	508 40
Soda ash.....	.....	.....	.....	2 70	30 10
Steel.....	.....	.....	.....	.....	.....
Sugar.....	54	.....	.....	148 95	148 95
Spirits, beer, &c.....	2	.....	.....	117 90	117 90
Tobacco, raw.....	3	.....	.....	2 10	52 90
Tallow.....	.....	.....	.....	0 75	0 75
Tin.....	.....	.....	.....	10 80	21 00
Turpentine.....	.....	.....	.....	.....	.....
Wheat.....	10,317	.....	.....	22,456 60	22,456 60
White lead.....	.....	.....	.....	0 20	0 20
Whiting.....	1	.....	.....	0 15	0 15
Wool.....	.....	.....	.....	.....	.....
All other goods and merchan- dise not enumerated.....	74	.....	.....	4,440 00	399 20
Bark.....	.....	.....	.....	.....	.....
Barrels, empty.....	.....	.....	.....	14 63	1 32
Boats knees.....	.....	.....	.....	.....	.....
Floats.....	.....	.....	.....	.....	.....

No. (A) 8.—GENERAL STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		Up.	Down.	
Firewood, in vessels.....		1,398								1,398	1,398	\$ cts.	\$ cts.	% est.
do rafts.....														93 20
Hoops.....														
Hop poles.....														
Lumber, sawn, in vessels.....		1,942		38,030				5,020		54,552	54,552		9,811 94	9,811 94
do rafts.....														
Masts, spars and telegraph poles, in vessels.....														
Masts, spars and telegraph poles, in rafts.....														
Railway ties, in vessels.....														
do rafts.....														
Saw logs.....														
Staves and headings, barrel.....														
do pipe.....														
do W. India.....														
Staves, salt barrel.....														
Slungies.....														
Split posts and fence rails, in vessels.....														
Splits posts and fence rails, in rafts.....														
Timber, square, in vessels.....		12,269												
do rafts.....		1,720												
Traverses.....														
Woodenware and wood partly manufactured.....														
Total freight paying tolls.	728	29,450	25,923	9,574	214,183	318,259	17,281	331,343	258,115	688,626	946,741	44,435 83	10 40	11 20
Articles having paid full tolls on the St. Lawrence Canals. free:—												129,323 44		173,759 27
Ashes, pot and pearl.....			10							10	10			

[illegible]

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS.
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 9—STATEMENT showing the Quantity of each Article of Way Freight transported on the Welland Canal, and the Amount of Revenue collected thereon during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total, Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.	
Ashes, pot and pearl																
Apples		118								118				2	99	2 99
Agricultural products, not enumerated, vegetable		1		200						201				10	03	10 03
Agricultural products, not enumerated, animal																
Agricultural implements																
Barley																
Bricks	58	144							58	144				13	05	15 28
Bones	1								1				0	02		0 02
Brunstone																
Cement and water lime	3			15					18				1	47		1 47
Clay, lime and sand	50	422							50	422			0	94		45 19
Coal	12								12				0	30		0 30
Corn								2	2					0	20	0 20
Cattle	1								1				0	02		0 02
Cotton, raw																
Crockery and earthenware																
Dye woods and dye stuffs																
Fish		2														
Flax and hemp										2				0	05	0 05
Flour		4,854								4,854						
Furniture		4							4					121	39	121 39
Gypsum				205					205					0	30	0 30
Glass, all kinds																
Hay, pressed																
Hogs																
Horses																
Hides and skins, horns and hoofs	29	10							29	10			0	58		0 83
Ice		450								450				2	82	2 82

No. (A) 9.—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—*Concluded.*

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up.		Amount of Tolls Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.			$	cts.
Fire wood, in rafts															
Hoops															
Hop poles.															
Lumber, sawn, in vessels	760	5,071							760	5,071	5,831	18	22	540	86
" rafts.		15								15	15			2	03
Masts, spars, and telegraph poles, in vessels															
Masts, spars, and telegraph poles, in rafts.	23	3							23	3	26		0	25	0
Railway ties, in vessels		10		47						57	57			1	69
" rafts															
Saw logs.	60	3,626		158					60	3,784	3,844	2	10	204	28
Staves and headings, barrel.		218								218	218			17	40
" " pipe.															
Staves and headings, West India.															
Staves, salt barrel															
Shingles															
Split posts and fence rails, in vessels															
Split posts and fence rails, in rafts	1								1		1	0	15		0
Timber, square, in vessels.	6	5							6	5	11	0	25	0	50
" rafts															
Traverses															
Woodenware and wood partly manufactured.															
Total freight paying tolls.	8,831	26,885	315	709			77	456	9,223	28,050	37,273	234	08	1,780	03
Timber passed free from Welland to Port Robinson.		200								200	200				
Grand Total freight.	8,831	27,085	315	709			77	456	9,223	28,250	37,473				

Total way tolls on vessels.....	467 92	413 06	880 98
do passengers.....	134 26	134 84	269 10
do free goods.....			
do			
do			
Total way tolls.....	836 26	2,327 93	3,164 19

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A.—Continued.

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article Transported on the St. Lawrence Canals, and the Amount of Revenue collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.		Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.	\$	cts.	
Ashes, pot and pearl.....	.....	58	10	.....	10	.....	.....	.....	20	58	78	.....	3 00	11 60	.....	14 60
Apples.....	43	2,515	.....	22	3	.....	.....	.....	46	2,537	2,583	.....	4 46	364 39	.....	368 85
Agricultural products, not enumerated, vegetable,	1,366	964	.....	.....	.....	.....	.....	.....	1,366	964	2,330	.....	78 08	100 99	.....	179 07
Agricultural products, not enumerated, animal.....	117	471	.....	.....	.....	.....	20	.....	137	471	608	.....	10 88	41 45	.....	55 33
Agricultural implements.....	101	12	.....	.....	.....	.....	.....	.....	101	12	113	.....	14 47	1 85	.....	16 32
Barley.....	157	1,411	.....	.....	1	.....	.....	.....	158	1,411	1,569	.....	3 76	29 52	.....	33 28
Bricks.....	10,142	331	815	.....	202	.....	161	.....	11,320	331	11,651	.....	476 34	23 30	.....	499 64
Bones.....	.....	90	164	.....	.....	.....	.....	.....	254	254	254	.....	.....	34 01	.....	34 01
Brimstone.....	200	.....	.....	.....	.....	.....	88	.....	288	288	288	.....	22 83	.....	.....	22 83
Cement and water lime.....	2,505	243	54	.....	.....	.....	.....	.....	2,559	243	2,802	.....	350 09	23 72	.....	373 81
Clay, lime and sand.....	17,290	7,465	155	.....	.....	.....	3,541	.....	20,986	7,465	28,451	.....	789 87	418 46	.....	1,208 33
Coal.....	.....	75,595	.....	.....	1,017	.....	80,571	.....	.....	157,183	157,183	.....	.....	21,830 57	.....	21,830 57
Corn.....	32	3,539	.....	.....	23	452	12,769	.....	55	16,760	16,815	.....	3 31	363 41	.....	366 72
Cattle.....	40	522	.....	.....	.....	.....	.....	.....	40	522	562	.....	2 32	40 34	.....	42 66
Cotton, raw.....	204	26	3	.....	.....	.....	.....	.....	207	26	233	.....	38 69	5 20	.....	43 89
Crockery and earthenware.....	38	.....	.....	.....	.....	.....	203	.....	241	.....	241	.....	14 25	1 60	.....	15 85
Dye wood and dye stuffs.....	337	45	26	.....	.....	.....	.....	.....	363	45	408	.....	38 66	3 14	.....	41 80
Fish.....	2	166	.....	.....	.....	.....	.....	.....	2	166	168	.....	0 20	6 45	.....	6 65
Flax and hemp.....	891	2,733	48	.....	128	.....	.....	.....	939	2,861	3,800	.....	69 43	417 96	.....	487 39
Flour.....	194	464	.....	.....	.....	.....	.....	.....	194	464	658	.....	28 66	87 75	.....	116 41
Furniture.....	649	160	.....	.....	.....	.....	.....	.....	649	160	809	.....	10 12	6 07	.....	16 19
Gypsum.....	518	82	18	.....	.....	.....	13	.....	549	82	631	.....	105 98	15 25	.....	121 23
Glass, all kinds.....	412	459	.....	.....	26	.....	.....	.....	438	459	897	.....	17 48	29 18	.....	46 66
Hay, pressed.....	2	49	.....	.....	.....	.....	.....	.....	2	49	51	.....	0 08	6 62	.....	6 70
Hogs.....	148	295	.....	.....	1	2	.....	.....	119	297	416	.....	8 75	21 84	.....	30 59
Horses.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hides and skins, horns and hoofs.....	.....	14	.....	.....	.....	.....	.....	.....	.....	14	14	.....	.....	1 23	.....	1 23

Ice	19,986	1,467	151	20,227	1,467	20,378	3,016	206	65
	3,178	5	66	3,244	5	3,249	470	33	23
Iron, railway ..	11,436	2,732	109	11,602	2,732	14,334	733	112	46
do all other ..				57			41	32	73
Iron ore									
Kryolite, chemical ore and other ore, except iron ..		3,542			3,542			177	10
Lard and lard oil ..	160	84		100	84	244	19	3	23
Meal, all kinds ..	110	1,276	3	110	1,279	1,389	7	89	97
Meats, other than pork ..	20	21		20	21	41	1	1	26
Marble	34	1		34	1	35	6	20	6
Manilla	21	3		21	3	24	4	0	4
Molasses	739	19		481	19	1,239	152	0	60
Nails	2,915	964		1,220	19	4,039	600	0	95
Oats	599	2,644		3,095	964	4,039	57	48	35
Oil, in barrels ..	1,034	291	41	785	3,429	4,028	22	98	00
Oil cake	8			160	41	1,241	171	63	70
Pease	1,168	25,993			8	8	0	235	50
Potatoes	10	72	2	1,168	25,993	27,161	25	519	94
Pork	326	283	33	339	72	93	1	6	51
Paint	264	199	7	294	291	650	36	27	07
Pitch and tar ..	74	107	12	235	199	493	54	19	70
Rags	2	122		179	107	372	21	5	35
Rye	3	3,253			122	124	0	23	05
Resin	10	121		2,153	3	3,253	0	65	30
Salt	5,492	138	6,056	2,163	121	2,284	108	6	05
Stone intended for cutting, do wrought	547	339	1	11,551	164	11,715	1,547	7	49
do not suitable for cutting, unwrought	153	1		2,122	2,608	5,676	103	451	555
Seeds, all kinds ..	1,709	275	100	200	1	201	10	0	20
Sheep	1	164				11,005	1	258	00
Soda ash	588	44	916	1,869	275	2,084	85	13	26
Steel	146	22		51	1	165	0	13	14
Sugar	4,133	14	255	1,555	44	1,599	297	2	35
Spirits, beer, &c ..	499	279	297	147	22	169	21	22	59
Tobacco, raw	21	1		1,597	14	5,999	929	1	90
Tallow	93	1		796	279	1,075	145	53	70
Tin	460	93	10	107		25	2	2	29
Turpentine	8	18	1	14		108	14	0	15
Wheat	21,899	4,006	1	470	93	563	88	10	20
White lead	136	1	6	111	18	129	6	88	0
Whiting	670	2	29	21,899	4,006	25,905	438	80	12
Wool	21	5		148	1	149	28	0	20
All other goods and merchan- dise not enumerated ..				699	2	701	139	0	10
Bark	6,838	3,805	991	21		26	3	0	75
Barrels, empty ..	239	29	2	8,520	4,443	12,963	1,385	671	93
Boat knees				68			04		
Plots	800	4,364		308	46	354	30	5	96
				2			14		
				800	4,364	5,164	1	40	76
									37
									77

No. (A) 10.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
Firewood, in vessels.....	5,832	6,331							12,877	108 75	172 42	\$ cts. 281 17
do rafts.....							5,832	7,045				\$ cts. 0 10
Hoops.....								1				
Hop poles.....	20,557	16,243					21,104	18,440	38,544	570 59	695 70	\$ cts. 1,266 29
Lumber, sawn, in vessels.....			547	2,197				176				\$ cts. 7 88
do rafts.....		176										
Masts, spars and telegraph poles, in vessels.....												
Masts, spars and telegraph poles, in rafts.....												
Railway ties, in vessels.....	1,929	17,088					1,929	17,088	17,088			\$ cts. 427 20
do rafts.....									1,929	38 49		\$ cts. 38 49
Saw-logs.....	42	20,715					42	20,715	20,757	1 00	472 90	\$ cts. 473 90
Shingles.....	20	24					20	24	44	4 88	4 13	\$ cts. 9 01
Split posts and fence rails, in vessels.....												
Split posts and fence rails, in rafts.....	10						10					\$ cts. 0 25
Timber, square, in vessels.....	198	1,254					198	1,254	1,452	4 36	18 19	\$ cts. 22 55
do rafts.....	1,011	9,646					1,011	9,646	10,657	25 50	244 25	\$ cts. 269 75
Traverses.....		10,354						10,354	10,354		26 95	\$ cts. 26 95
Woodenware and wood partly manufactured.....	105	27					105	27	132	35 00	6 00	\$ cts. 41 00
Total freight paying tolls.	151,672	247,462	11,032	3,253	1,035	2,065	174,768	349,803	524,571	13,616 47	29,101 99	\$ cts. 42,718 46

Free Articles having paid Full Tolls on Welland Canal.—

All other products, animal.....

do vegetable.....

Ashes.....

Cement and water lime.....

Corn.....

[illegible]

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 11.—STATEMENT showing the Quantity of each Article of Through Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		cts.	cts.	cts.	
Ashes, pot and pearl		58	10						10	58	68	2 00		11 60	13 60
Apples		2,363								2,385	2,385			357 75	357 75
Agricultural products not enumerated, vegetable.	222														
Agricultural products not enumerated, animal.		576							222	576	798			86 40	119 70
Agricultural implements		231								231	231			34 65	34 65
Barley		8								8	8			1 60	1 60
Bricks	326	916							421	916	916			19 62	19 62
Bones		65								65	65			9 75	9 75
Brinstone									1,900		1,910				
Cement and water lime	1,855	1	54						16	1,213	1,229			0 15	286 50
Clay, lime and sand	9	1,213	7							135,168	135,168			181 95	181 95
Coal		74,037								12,910	12,910			20,275 20	20,275 20
Corn		685								28	28			258 20	258 20
Cattle		28												4 20	4 20
Cotton, raw									134	26	160			5 20	32 00
Crockery and earthenware	131	26	3						19		19			3 80	3 80
Dye wood and dye stuffs	116	1	26						142	1	143			0 15	21 45
Fish										2	2			0 30	0 30
Flax and Hemp		2							49	2,711	2,760			7 35	406 65
Flour	1	2,711	48						60	423	483			12 00	414 00
Furniture	60	423													96 60
Gypsum									440	74	514			88 00	102 80
Glass, all kinds	422	74	18												
Hay, pressed										39	39			5 85	5 85
Hogs		39							11	35	46			5 25	6 90
Horses	11	35													
Hides and skins, horns and hoofs		5								5	5			0 75	0 75

Ice.....	19,806	241				20,047	3,007 05	3,007 05	
Iron, railway.....	2,937	66				3,003	450 19	450 19	
“ pig.....	2,243	94				2,387	350 55	359 10	
Iron ore.....									
Kryolite, chemical ore and other ore, except iron.....									
Lard and lard oil.....	3,463					3,463	173 15	173 15	
Lead, all kinds.....	78	3				81	0 45	12 15	
Meat, all kinds.....	9	343				352	51 45	52 80	
Meats, other than pork.....	4					4	0 60	0 60	
Marble.....	20	1				21	0 20	4 20	
Manilla.....	20	3				23	0 60	4 60	
Molasses.....	282					282	56 40	56 40	
Nails.....	1	180				1	0 20	506 17	
Oats.....	2,350	465				2,351	25 13	25 13	
Oil, in barrels.....	543	221				1,250	44 20	153 20	
Oil cake.....						766			
Pease.....		5,317				5,317	106 34	106 34	
Potatoes.....	3	17				17	0 45	3 00	
Pork.....	28	134				195	20 85	28 69	
Paint.....	236	65				308	13 00	61 60	
Pitch and tar.....	12	7				24	4 80	4 80	
Rags.....	2	112				114	0 40	22 40	
Rye.....	1,829					1,829	36 58	36 58	
Rosin.....	2					2	0 40	0 40	
Salt.....	2,595	8				8,654	1,297 65	1,298 10	
Stone, intended for cutting.....	24	339				3,031	451 05	454 65	
“ wrought.....	4	1				5	0 20	1 00	
“ not suitable for cutting, unwrought.....									
Seeds, all kinds.....	46	619				619	51 60	51 60	
Sheep.....	43	100				189	6 45	28 35	
Soda ash.....	10					10	1 50	1 50	
Steel.....	509	1				1,426	284 99	285 19	
Sugar.....	135	1				136	20 45	20 45	
Spirits, beer, &c.....	3,308	255				3,563	712 58	714 18	
Tobacco, raw.....	179	265				741	53 00	148 20	
Tallow.....	92	1				1	0 15	0 15	
Tin.....	337	37				384	7 40	76 80	
Turpentine.....	6	1				7	1 40	1 40	
Wheat.....	3,437					3,437	68 74	68 74	
White lead.....	124	1				131	0 20	26 20	
Whiting.....	658	29				687	137 40	137 40	
Wool.....	21	5				26	0 75	3 90	
All other goods and merchan- dise not enumerated.....									
Bark.....	3,923	2,565			3	7,480	982 35	1,495 95	
Barrels, empty.....	55	19				74	9 88	13 54	
Boat knees.....									
Floats.....									

No. (A) 11—STATEMENT showing the Quantity of each Article of Through Freight transported, &c.—Continued.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.	Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	\$	\$
Firewood, in vessels														
“ rafts														
Hoops														
Hop poles														
Lumber, sawn, in vessels	82	25	228	1,600					310	1,625	1,935	27 60	242 25	269 85
“ rafts														
Masts, spars and telegraph poles, in vessels														
Masts, spars and telegraph poles, in rafts														
“ rafts														
Railway ties, in vessels														
“ rafts														
Saw logs														
Staves and headings, barrel														
“ pipe														
“ W India														
Staves, salt barrel														
Split posts and fence rails, in vessels														
Split posts and fence rails, in rafts														
Timber, square, in vessels														
“ rafts														
Traverses														
Woodenware and wood partly manufactured	66	7							66	7	73	27 20	2 00	29 20
Total freight paying tolls.	43,907	102,918	9,785	1,622				76,812	53,692	181,352	235,044	8,846 30	23,675 67	32,521 97
<i>Free Articles having paid full tolls on the Welland Canal:</i>														
Agricul. products, animal		14								14	14			
“ vegetable		1								1	1			

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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 12.—STATEMENT showing the Quantity of each Article of Way Freight transported on the St. Lawrence Canals, and the Amount of Tolls collected during the Season of Navigation, 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls, Up.		Amount of Tolls, Down.	Total Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.					
Ashes, pot and pearl.....	43	152			10				10		10	1 00		\$ cts.	1 00
Apples.....					3				46	152	198	4 46	6 64		11 10
Agricultural products, not enumerated, vegetable.....	1,144	388							1,144	388	1,532	44 78	14 59		59 37
Agricultural products, not enumerated, animal.....	117	240					20		137	240	377	10 88	9 80		20 68
Agricultural implements.....	101	4							101	4	105	14 47	0 25		14 72
Barley.....	157	495			1				158	495	653	3 76	9 90		13 66
Bricks.....	9,816	331	720		202		161		10,899	331	11,230	413 19	23 30		436 49
Bones.....		25		164					189		189		24 26		24 26
Brimstone.....	200						88		288		288	22 83			22 83
Cement and water lime.....	650	242							650	242	892	63 74	23 57		87 31
Clay, lime and sand.....	17,281	6,252	148				3,541		20,970	6,252	27,222	787 47	236 51		1,023 98
Coal.....	32	1,558				1,017		19,440	55	22,015	22,015	3 31	1,555 37		1,555 37
Corn.....	40	2,854			23	452		544	40	494	534	2 32	36 14		108 52
Cattle.....		494													38 46
Cotton, raw.....	73								73		73	11 89			11 89
Crockery and earthenware.....	19								222		222	12 05			12 05
Dye wood and dye stuffs.....	221	44					203		221	44	265	17 36	2 99		20 35
Fish.....									164		166	0 20	6 15		6 35
Flax and hemp.....	896	22				128			890	150	1,040	62 08	11 31		73 39
Flour.....	134	41							134	41	175	16 66	3 15		19 81
Furniture.....	649	160							649	160	809	10 12	6 07		16 19
Gypsum.....	96	8					13		109	8	117	17 98	0 45		18 43
Glass, all kinds.....	412	459			26				438	459	897	17 48	25 18		46 66
Hay, pressed.....	2	10							2	10	12	0 08	0 77		0 85
Hogs.....	107	260			1	2			108	262	370	7 10	16 59		23 69
Hides and skins, horns and hoofs.....		9									9		0 48		0 48
Ice.....		1,467								1,467	1,467		206 65		206 65

Iron, railway.....	180	151	.....	.....	.....	180	151	331	8 99	11 33	20 32
“ pig.....	241	5	.....	.....	.....	241	5	246	20 08	0 19	20 27
“ all other.....	9,193	2,675	15	57	.....	9,265	2,675	11,940	382 86	103 77	486 63
Iron ore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Kryolite, chemical ore and other ore, except iron.....	79	79	.....	.....	.....	.....	79	79	.....	3 95	3 95
Lard and lard oil.....	82	81	.....	.....	.....	82	81	163	7 97	3 11	11 08
Meal, all kinds.....	101	933	3	.....	.....	101	936	1,037	5 82	38 44	44 26
Meats, other than pork.....	20	17	.....	.....	.....	20	17	37	1 73	0 66	2 39
Marble.....	14	.....	.....	.....	.....	14	.....	14	2 66	.....	2 66
Manilla.....	1	.....	.....	.....	.....	1	.....	1	0 10	.....	0 10
Molasses.....	457	19	.....	.....	.....	457	19	957	95 77	0 95	96 72
Nails.....	565	963	.....	481	.....	565	963	1,528	94 60	48 15	142 75
Oats.....	599	2,179	.....	.....	.....	599	2,179	2,778	22 66	72 87	95 53
Oil, in barrels.....	491	70	39	.....	.....	491	70	926	62 80	19 50	82 30
Oil cake.....	8	.....	6	160	41	8	.....	8	0 75	.....	0 75
Pease.....	1,168	20,676	.....	.....	.....	1,168	20,676	21,844	25 43	413 60	439 03
Potatoes.....	55	55	2	.....	.....	55	55	73	1 21	3 96	5 17
Pork.....	298	149	.....	.....	.....	298	149	455	28 37	6 22	34 59
Paint.....	28	134	.....	23	.....	28	134	185	5 66	6 70	12 36
Pitch and tar.....	62	107	.....	179	.....	62	107	348	16 53	5 35	21 88
Rags.....	.....	.....	.....	.....	.....	.....	.....	10	0 65	0 65	0 65
Rye.....	3	1,424	.....	.....	.....	3	1,424	1,427	0 24	28 48	28 72
Rosin.....	8	121	.....	.....	.....	8	121	2,282	108 54	6 05	114 59
Salt.....	2,897	135	.....	.....	.....	2,906	161	3,061	250 02	7 04	257 06
Stone, intended for cutting.....	523	.....	21	.....	.....	523	.....	2,645	99 62	.....	99 62
“ wrought.....	149	.....	.....	47	.....	149	.....	196	9 80	.....	9 80
“ not suitable for cutting, unwrought.....	60	10,326	.....	.....	.....	60	10,326	10,386	1 20	206 40	207 60
Seeds, all kinds.....	1,663	232	.....	.....	.....	1,663	232	1,895	63 53	8 81	72 34
Sheep.....	1	154	.....	.....	.....	1	154	155	0 06	11 64	11 70
Soda ash.....	79	43	.....	51	.....	79	43	173	12 63	2 15	14 78
Steel.....	11	22	.....	.....	.....	11	22	33	1 27	0 87	2 14
Sugar.....	825	6	.....	1,597	.....	825	6	2,422	216 69	0 30	216 99
Spirits, beer, &c.....	320	14	.....	.....	.....	320	14	334	49 81	0 70	50 51
Tobacco, raw.....	21	.....	.....	3	.....	21	.....	24	2 14	.....	2 14
Tallow.....	1	.....	.....	14	.....	1	.....	15	0 63	.....	0 63
Tin.....	123	56	.....	.....	.....	123	56	179	19 11	2 80	21 91
Turpentine.....	2	18	.....	102	.....	2	102	122	5 48	0 90	6 38
Wheat.....	21,899	569	.....	.....	.....	21,899	569	22,468	438 65	11 38	450 03
White lead.....	12	.....	.....	6	.....	12	.....	18	2 49	.....	2 49
Whiting.....	12	2	.....	.....	.....	12	2	14	2 19	0 10	2 29
Wool.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
All other goods and mer- chandise not enumerated.....	2,915	1,240	270	686	300	2,915	1,240	5,483	402 69	158 33	561 02
Barrels.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Barrels, empty.....	184	10	2	67	15	184	10	280	20 26	2 30	22 56
Boat knees.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Floats.....	800	4,364	.....	.....	.....	800	4,364	5,164	1 40	76 37	77 77
Firewood, in vessels.....	5,832	6,331	600	.....	114	5,832	7,045	12,877	108 75	172 42	281 17

No. (A) 12.—STATEMENT showing the Quantity of each Article of Way Freight transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls Up.		Amount of Tolls Down.	Total Amount of Tolls.		
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		\$	cts.		\$	cts.	\$	cts.
Firewood, in rafts.																	
Hoops.																	
Hop poles.																	
Lumber, sawn, in vessels.	20,475	16,218	319	597					20,794	16,815	37,609	542	99	453	45	996	44
“ rafts.		176								176	176			7	88		
Masts, spars and telegraph poles, in vessels.																	
Masts, spars and telegraph poles, in rafts.																	
Railway ties, in vessels.																	
“ rafts.	1,929	17,088							1,929	17,088	17,088						
Saw logs.																	
Staves and headings, barrel.	42	20,715							42	20,715	20,757	1	00	472	90	473	90
“ pipe.																	
“ W. India.																	
Staves, salt barrel.																	
Shingles.	20	24							20	24	44	4	88	4	13	9	01
Split posts and fence rails, in vessels.																	
Split posts and fence rails, in rafts.	10								10		10	0	25			0	25
Timber, square, in vessels.	198	1,254							198	1,254	1,452	4	36	18	19	22	55
“ rafts.	1,011	9,646							1,011	9,646	10,657	25	50	244	25	269	75
Traverses.		10,354								10,354	10,354			26	95	26	95
Woodenware and wood partly manufactured.	39	20							39	20	59	7	80	4	00	11	80
Total freight paying tolls.	107,765	144,544	1,247	1,631	1,035	2,065	11,029	20,211	121,076	168,451	289,527	4,771	77	5,424	72	10,196	49
Free articles having paid full tolls on the Welland Canal:																	
Corn.								400									
Coal, free, per Order in Council.	56,878	4,707					30,242		87,200	5,107	5,107						

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B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported on the Ottawa Canals and the Amount of Revenue collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....		11						11	11	\$ cts.
Apples.....	16	78					15	78	93	2 00
Agricultural products not enumerated, vegetable.....	15	61					13	61	74	5 20
do do animal.....	33	1,253					33	1,286	1,286	4 72
Agricultural implements.....		18						18	18	105 12
Barley.....		119						119	119	2 74
Bricks.....		120						120	120	10 22
Bones.....		23						23	23	6 90
Brimstone.....										2 04
Cement and water lime.....		62						62	62	6 06
Clay, lime and sand.....		7,652						7,652	7,652	203 99
Coal.....		40						40	40	2 00
Corn.....										
Cattle.....	1	648					1	648	649	42 02
Cotton, raw.....										
Crockery and earthenware.....	3	7					3	7	10	1 48
Dye wood and dye stuffs.....										
Fish.....		4						4	4	
Flax and hemp.....										
Flour.....	9	10					9	10	19	1 40
Furniture.....		20					8	20	28	3 64
Gypsum.....										
Glass, all kinds.....	4	3					4	3	7	0 77
Hay, pressed.....		413						413	413	38 01
Hogs.....		12						12	12	0 72
Horses.....		167					15	167	182	10 97
Hides and skins, horns and hoofs.....	15	27						27	27	2 55
Ice.....										
Iron, railway.....										
do „ pig.....										

No. (A) 13.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Masts, spars and telegraph poles, in vessels.		321								321	321	\$ 10 71
do do rafts.												
Railway ties, in vessels.		995								1,590	1,590	337 63
do do rafts.												
Saw logs												
Staves and headings, barrel												
do do pipe												
do do West India												
Staves, salt barrel	2	367							2	416	418	299 41
Shingles		1								1	1	1 76
Split posts and fence rails, in vessels.												
do do rafts.												
Timber, square, in vessels.		290								290	290	7 85
do do rafts.		1,370								1,370	1,370	23 63
Traverses		200								200	200	1 08
Woodenware and wood partly manufactured	6	49							6	49	55	45 49
Total freight paying tolls	527	494,581	8	113,567					535	608,148	608,683	43,791 37
<i>Free per Order in Council.</i>												
Firewood		10,150								10,150	10,150	
Floats		11,126								11,126	11,126	
Lumber, sawn, in rafts.		1,273								1,273	1,273	
Masts and spars		10								10	10	
Railway ties, in rafts.		3,525								3,525	3,525	
Saw logs		13,872								13,872	13,872	
Shingles		6								6	6	
Split posts, &c., in rafts.		10								10	10	
Timber, square		2,460								2,460	2,460	
Woodenware		240								240	240	
Grand total freight	527	537,253	8	113,567					535	650,820	651,355	

Total tolls on vessels	4,262 48
do passengers	172 51
Total free goods	\$732 55
Wharfage and storage	8 00
Fines and damages	18 00
Other receipts	
Total revenue, exclusive of hydraulic rents	48,252 36

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

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APPENDIX A—Continued.

No. (A) 15—GENERAL STATEMENT showing the Quantity of each Article transported on the Rideau Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl	1	20							1	20	21	\$ 3 03
Apples	41	65							41	65	106	2 50
Agricultural products not enumerated, vegetable.	25	32							25	32	57	1 84
do animal	144	335							144	335	479	13 96
Agricultural implements.	51	138							51	138	189	20 18
Barley	101								101		101	2 37
Bricks	24	17							24	17	41	1 51
Bones	2	31							2	31	33	1 27
Brimstone												
Cement and water lime	85	17							85	17	102	3 01
Clay, lime and sand	419	2							419	2	421	9 96
Coal		10,916								10,916	12,916	463 98
Corn	1	34							1	34	35	1 08
Cattle	4	7							4	7	11	0 33
Cotton, raw												
Crockery and earthenware	31	20							31	20	51	4 93
Dye wood and dye stuffs.	1									1	1	0 09
Fish	113								113		113	2 76
Flax and hemp												
Flour	79	408							79	408	487	13 22
Furniture	26	40							26	40	66	6 56
Gypsum												
Glass, all kinds	46	2							46	2	48	4 43
Hay, pressed	497	5							497	5	502	11 89
Hogs		1								1	1	0 03
Horses	10	7							10	7	17	0 50
Hides and skins, horns and hoofs.	3								3		3	0 09
Ice												
Iron, railway												
do pig	92								92		92	2 29

No. (A) 15—GENERAL STATEMENT showing the Quantity of each Article Transported, &c.—Concluded.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Iron, all other.....	297	43							297	43	340	\$ 10 24
Iron ore.....												
Kryolite, chemical ore and other ore, except iron.....	745	2,312							745	2,312	3,057	152 50
Lard and lard oil.....	25								25		25	0 82
Meat, all kinds.....	28	20							28	20	48	1 38
Meats, other than pork.....	15	5							15	5	20	0 55
Marble.....												
Molasses.....	116	13							116	13	129	11 42
Nails.....	292	3							292	3	295	26 62
Oats.....	30	61							30	61	91	2 81
Oil, in barrels.....	84	135							84	135	219	19 92
Oil cake.....	5								5		5	0 13
Pease.....	61	15							61	15	76	1 83
Potatoes.....	45	67							45	67	112	3 15
Pork.....	137	35							137	35	172	4 72
Paint.....	22								22		22	2 24
Pitch and tar.....	25	1							25	1	26	2 28
Rags.....	2	5							2	5	7	0 81
Rye.....	101	6							101	6	107	2 64
Resin.....	1								1		1	0 69
Salt.....	958	110							958	110	1,068	31 14
Stone, intended for cutting.....	17	77							17	77	94	4 22
do wrought.....	1	1							1	1	2	0 27
do not suitable for cutting, unwrought.....												
Seeds, all kinds.....	5	9							5	9	14	0 38
Sheep.....	5	2							5	2	7	0 20
Soda ash.....	25								25		25	2 31
Steel.....	28								28		28	1 49
Sugar.....	250	71							250	71	321	31 66
Spirits, beer, &c.....	102	54							102	54	156	17 26
Tobacco, raw.....	1								1		1	0 07
Tallow.....	2								2		2	0 06
Tin.....	19								19		19	1 79
Turpentine.....	1								1		1	0 09

Wheat.....	7	184				7	184	191	4 69
White lead.....	18	1				18	1		1 80
Whiting.....	28					28			2 67
Wool.....	2	2				2	2	4	0 14
All other goods and merchandise not enumerated..	547	380				547	380	927	98 48
Barrels, empty..	40	45				40	45	85	6 21
Boat knees.....									
Floats.....	2,118	360				2,118	360	2,478	43 93
Firewood, in vessels	11,520	704				11,520	704	12,224	207 88
do rafts									
Hoops.....									
Hop poles.....									
Lumber, sawn, in vessels	26,326	6,206				26,326	6,206	28,559	2,147 40
do rafts	88	4				88	4	92	9 53
Masts, spars and telegraph poles, in vessels..									
do do rafts..	94					94		94	10 00
Railway ties, in vessels..	5,399					5,399		5,399	623 67
do rafts	1,211					1,211		1,211	128 62
Saw logs.....	199	167				199	167	366	8 61
Shingles.....	128	48				128	48	215	93 18
Split posts and fence rails, in vessels..	30					30		30	4 61
do do rafts..	1					1		1	0 13
Timber, square, in vessels..	20	20				20	20	40	0 76
do rafts	500	20				500	20	520	28 75
Traverses.....	1,205	5				1,205	5	1,205	28 22
Woodenware, and wood partly manufactured..								5	0 80
Total freight paying tolls.....	54,721	23,289				60,787	23,289	84,076	4,356 98
Coal, free per Order in Council.....	4,373					4,373		4,373	
Firewood, free per Order in Council.....	22,125	3,000				22,125	3,000	25,125	
Grand total freight.....	81,219	26,289				87,285	26,289	113,574	
Total tolls on vessels									
do passengers									1,676 89
do free coal, \$116.76; firewood..									111 34
Wharfage and storage.....									\$418 75
Fines and damages.....									115 78
Other receipts.....									6 50
Total revenue, exclusive of hydraulic rents.....									21 28
									6,288 77

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAY AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 16—GENERAL STATEMENT showing the Quantity of each Article transported on the St. Peter's Canal, and the Amount of Revenue collected during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Fish.....	140	674							140	674	814	\$ 8 14
Flour.....	1,126	503							1,126	503	1,629	16 29
Coal.....	1,181	17,172							1,181	17,172	18,353	183 53
Lumber.....	1,086	1,481							1,086	1,481	2,567	25 67
Other agricultural products.....	1,816	6,187							1,816	6,187	8,003	80 03
Other merchandise.....	540	325							540	325	865	8 65
Total freight paying tolls.....	5,889	26,342							5,889	26,342	32,231	322 31
Tolls on vessels.....												1,419 70
Other receipts.....												177 91
Total revenue.....												1,919 92

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.

APPENDIX A—Continued.

No. (A) 17.—GENERAL STATEMENT showing the Quantity of each Article transported on the Trent Valley Canals, and the Amount of Revenue collected during the Season of Navigation in 1890.

Articles.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl.....										
Apples.....										
Agricultural products, not enumerated, vegetable.....										
do do animal.....										
Agricultural implements.....										
Barley.....		27						27		0 76
Bricks.....										
Bones.....										
Brinstone.....										
Cement and water lime.....										
Clay, lime and sand.....										
Coal.....										
Corn.....										
Cattle.....										
Cotton, raw.....										
Crockery and earthenware.....										
Dye wood and dye stuffs.....										
Fish.....										
Flax and hemp.....										
Flour.....	35	8					35	8	43	0 43
Furniture.....										
Gypsum.....										
Glass, all kinds.....										
Hay, pressed.....										
Hogs.....										
Horses.....										
Hides and skins, horns and hoofs.....										
Ice.....										
Iron, railway.....										
do pig.....										

APPENDIX A—Continued.

No. (A) 18.—GENERAL STATEMENT showing the Quantity of each Article transported on the Murray Canal and the Amount of Revenue collected during the Season of Navigation in 1890.

ARTICLES.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
Ashes, pot and pearl	5						5		5	\$ cts.
Apples.....	600	108	269				869	108	977	0 15
Agricultural products not enumerated, vegetable do	5	11					5	11	16	17 82
do	4						4		4	0 32
Barley.....	378		692				1,070		1,070	0 08
Cement and water lime.....	6						6		6	20 08
Clay, lime and sand.....	2	25					2	25	27	0 12
Cotton, raw		1						1	1	0 50
Crockery and earthenware	6					3		3	9	0 02
Fish.....	22						22		22	0 24
Flour.....	8	52					8	52	60	0 43
Furniture.....	12	19	4			2	16	21	37	1 15
Glass, all kinds.....	17	1					17	1	18	1 08
Horses.....	17	6	17			2	34	8	42	0 46
Hides and skins, horns and hoofs		2						2	2	0 86
Ice.....		60	4,293				4,293	60	4,353	0 04
Iron, railway		280						280	280	108 85
do pig.....	84						84		84	5 25
do all other	246	6					246	7	253	1 58
Lard and lard oil.....	1					1	1		2	4 78
Meal, all kinds.....	1						1		1	0 12
Marble.....	4						4		4	0 02
Manilla.....	3						3		3	0 10
Nails.....	304						304		304	0 08
Oil, in barrels	17	80	12			73	29	153	182	7 63
Pease.....		65	49				49	65	114	4 56
Pork.....	1	3					1	3	4	2 15
Paint.....	26						26		26	0 08
Rags.....		6						6	6	0 67
Rye.....	400	54					400	54	454	0 15
Salt.....	257						257		257	8 47
										4 82

APPENDIX

No. (A) 19.—STATEMENT of Traffic on the undermentioned Canals, and

Articles.	Welland Canal.		St. Lawrence Canal.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 1.</i>		\$ cts.		\$ cts.		\$ cts.
Canadian vessels, steam.	340,703	4,041 47	731,967	4,184 96	77,722	234 57
United States vessels, steam.	401,406	6,024 17	20,017	140 35	1,973	25 93
Canadian vessels, sail.	275,118	5,530 18	926,601	10,118 61	56,776	930 23
United States vessels, sail.	105,242	2,358 68	62,862	453 25	95,276	1,216 06
Total, Class No. 1.	1,122,469	17,954 50	1,741,447	14,897 17	231,747	2,406 79
<i>Class No. 2.</i>	No.		No.		No.	
Passengers.	23,704	361 65	61,707	3,104 67	3,598	60 31
<i>Class No. 3.</i>	Tons.		Tons.		Tons.	
Bricks.	335	35 43	11,651	499 64	185	16 84
Brimstone.	736	110 40	288	22 83	188	33 62
Cement and water lime.	87	11 82	2,802	373 81	105	10 50
Clay, lime and sand.	472	45 19	28,451	1,208 33	4,997	518 14
Fish.	223	35 65	408	41 80		
Gypsum.			809	16 19		
Iron, railway.			20,378	3,027 37		
do pig.	36	4 62	3,249	470 46		
do all other.	717	105 49	14,334	845 73		
Salt.	1,027	187 53	11,715	1,555 16	703	66 58
Steel.			169	22 59		
Stone for cutting.	5,761	1,152 20	5,676	554 27	2,179	213 76
Apples.	150	7 79	2,583	368 85	420	37 74
Barley.	10,830	1,950 45	1,569	33 28	496	28 21
Corn.	327,394	65,478 60	16,815	366 72	7	0 24
Cotton, raw.						
Flax and hemp.			168	6 65		
Flour.	14,461	2,042 79	3,800	487 39	207	6 90
Hay, pressed.			897	46 66	1,811	77 75
Meals, all kinds.	20,708	4,141 35	1,389	97 06	48	1 60
Oil cake.	2	0 40	8	0 75		
Oats.	27,728	5,533 80	4,028	120 66	632	21 11
Pease.	14	2 80	27,161	545 37	89	2 99
Potatoes.	4	0 26	93	8 17	5	0 30
Rye.	1,549	288 40	3,256	65 30		
Seeds, all kinds.	155	30 10	2,084	100 69		
Tobacco, raw.	5	0 75	25	2 29	4	0 27
Wheat.	118,002	22,895 94	25,905	518 77	45	1 50
All other agricultural products, vegetable.	220	12 93	2,330	179 07		
Bones.	1	0 02	254	34 01		
Cattle.	1	0 02	562	42 66	80	2 58
Hogs.			51	6 70		
Hides and skins, horns and hoofs.	55	8 25	14	1 23		
Horses.	48	2 38	416	30 59	23	0 83
Lard and lard oil.	37	7 30	244	23 23		
Meats, other than pork.	15	3 00	41	2 99		
Pork.	328	65 60	650	63 28		
Sheep.			165	13 20	156	5 20
Tallow.	122	21 00	108	14 58		
Wool.			26	3 90		
All other agricultural products, animal.	14	2 80	608	55 33		
Total, Class No. 3.	531,237	104,185 06	195,180	11,877 56	12,380	1,046 66

A—Continued.

the Amount of Tolls collected during the Season of Navigation in 1890.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
88,288	202 44	173,448	698 14	62,150	591 52	10,454	209 08	24,419	202 00
85	0 50	231	2 37	1,057	17 51				
12,877	39 76	198,303	2,897 98	72,734	1,009 32	60,531	1,210 62	27,381	144 10
254	3 28	28,257	663 99	4,737	58 54				
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No.		No.		No.		No.		No.	
12,589	133 97	13,298	172 51	3,921	111 34			8,318	81 08
Tons.		Tons.		Tons.		Tons.		Tons.	
		120	6 90	41	1 51			27	0 76
6	0 12	62	6 06	102	3 01				
27	0 50	7,652	203 99	421	9 96				
22	0 43	4	0 40	113	2 76	814	8 14		
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
257	4 82	5	0 21	1,068	31 14				
		1	0 05	28	1 49				
131	3 40			94	4 42				
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
				35	1 08				
1	0 02								
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
		413	38 01	502	11 89				
1	0 02	17	1 30	48	1 38				
				5	0 13				
		1,378	102 57	91	2 81				
114	2 15	1,363	99 49	76	1 83				
		666	51 62	112	3 15				
454	8 47	20	1 48	107	2 64				
1	0 02	19	1 86	14	0 38				
3	0 06			1	0 07				
384	0 97	44	4 32	191	4 69				
16	0 32	74	4 72	57	1 84	8,003	80 03		
		23	2 04	33	1 27				
		649	42 02	11	0 33				
		12	0 72	1	0 03				
2	0 04	27	2 55	3	0 09				
42	0 86	182	10 97	17	0 50				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		325	23 27	7	0 20				
		1	0 10	2	0 06				
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
4,255	73 26	14,666	731 19	5,006	139 27	10,446	104 46	70	1 19

No. (A) 19.—STATEMENT of Traffic on the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Class No. 4.</i>		\$ cts.		\$ cts.		\$ cts.
Ashes, pot and pearl	71	14 15	78	14 60		
Agricultural implements			113	16 32		0 20
Crockery and earthenware	1	0 15	233	43 89	10	1 00
Dye woods and dye stuffs			241	15 85	95	9 50
Furniture	35	6 10	658	116 41		
Glass, all kinds	26	3 95	631	121 23		
Marble	4,437	665 55	35	6 86		
Manilla	162	24 30	24	4 70		
Molasses	117	17 55	1,239	153 12	645	64 50
Nails	60	1 95	4,059	648 92		
Oil, in barrels	89	3 95	1,692	235 50	168	15 37
Paint	37	5 70	493	73 96	16	1 60
Pitch and tar	863	123 83	372	26 68	257	25 70
Rags			124	23 45		
Rosin			2,284	114 99	2,226	220 34
Soda ash	993	148 95	1,599	299 97		
Sugar	926	120 58	5,999	931 17	1,203	120 30
Stone, wrought	852	135 06	201	10 80	139	13 90
Tin	1	0 02	563	98 71		
Turpentine			129	7 78	103	10 30
White lead	1	0 20	149	28 69		
Whiting	1	0 15	701	139 69		
Whiskey and all other spirits	268	52 90	1,075	198 71	1	0 04
Merchandise, not enumerated	32,527	4,860 44	12,963	2,056 97	3,969	312 22
Total, Class No. 4	41,467	6,185 48	35,655	5,388 97	8,834	794 97
<i>Class No. 5.</i>						
Bark						
Barrels, empty	183	18 42	354	36 10		
Boat knees						
Floats			5,164	77 77		
Firewood, in vessels	14,172	602 25	12,877	281 17	5,153	185 87
do rafts						
Lumber, sawn, in vessels	60,383	10,371 02	39,544	1,266 29	83,133	4,875 65
do rafts	15	2 03	176	7 88	50	4 00
Hoops			1	0 10		
Railway ties, in vessels	57	1 69	1,929	38 49	1,558	124 32
do rafts						
Masts, spars and telegraph poles, in vessels	1	25				
Masts, spars and telegraph poles, in rafts	26	0 83	17,088	427 20		
Square timber, in vessels	73,113	11,073 82	1,452	22 55		
do rafts	17,694	2,651 96	10,657	269 75		
Woodenware and wood, partly manufactured	28	11 20	132	41 00		
Shingles	14	9 60	44	9 01	135	34 44
Split posts and fence rails, in vessels						
do do rafts			10	0 25		
Saw-logs	3,844	206 38	20,757	473 90		
Staves and headings, barrels	218	17 40				
do pipe	187	34 80				
do West India	36	6 75				
Staves, salt barrel						
Traverses			10,354	26 95		
Hop poles						
Total, Class No. 5	169,971	25,008 40	120,539	2,978 41	90,029	5,224 28

Canals and the Amount of Tolls collected, &c.—Continued.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
5	0 15	11	2 09	21	3 03				
		18	2 74	189	20 18				
9	0 24	10	1 48	51	4 93				
				1	0 09				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
4	0 10								
3	0 08								
		25	2 52	129	11 42				
304	7 63	31	2 92	295	26 62				
182	4 56	34	2 50	219	19 92				
26	0 67	2	0 24	22	2 24				
				26	2 28				
6	0 15	3	0 57	7	0 81				
				1	0 09				
50	1 26	1	0 19	25	2 31				
122	3 07	53	4 39	321	31 66				
		3	0 57	2	0 27				
8	0 22	12	0 79	19	1 79				
		1	0 05	1	0 09				
32	0 81			19	1 80				
77	1 93	3	0 15	28	2 67				
58	1 50	22	1 43	156	17 26				
725	18 29	512	71 76	927	98 48	865	8 65	168	5 02
1,666	42 20	776	98 80	2,573	258 93	865	8 65	168	5 02
		15	1 47					34	1 31
6	0 25	91	11 50	85	6 21				
		9,190	84 16	2,478	43 93			260	3 13
939	7 84	46,567	1,899 16	12,224	207 88			17,853	180 13
		480	25 47						
621	6 95	530,775	40,126 91	38,559	2,147 40	2,567	25 67	347	5 93
		301	5 03	92	9 53				
		32	2 87						
153	1 53	1,590	337 63	5,399	623 67			113	4 50
				1,211	128 62			250	9 34
28	0 18	321	10 71					434	4 90
				94	10 00			34	3 61
		290	7 85	40	0 76				
6,540	81 75	1,370	23 63	520	28 75			1,950	21 25
1	0 05	55	45 49	5	0 80				
25	1 93	418	299 41	215	93 18			215	18 70
		1	1 76	30	4 61			5	0 38
7	0 33			1	0 13				
				366	8 61			2,126	18 41
8	0 15								
		200	1 08	1,205	28 22			400	2 00
8,328	100 96	591,696	42,884 13	62,524	3,342 30	2,567	25 67	24,021	273 59

No. (A) 19.—STATEMENT OF TRAFFIC in the undermentioned

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
<i>Special Class.</i>		\$ cts.		\$ cts.		\$ cts.
Coal	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
Kryolite or chemical ore	2,900	145 00	3,542	177 10		
Gypsum.....	205	2 56				
Iron ore	5,238	261 90			129	12 90
Stone, unwrought, not suitable for cutting	5,544	528 66	11,005	259 20	276	27 60
Ice.....	25,068	1,233 72	1,467	206 65	8,283	561 80
Total, special class.	241,339	40,394 44	173,197	22,473 52	90,620	8,637 99
Total freight and tolls.	984,014	194,089 53	524,571	60,720 30	201,863	18,171 00
Timber and other wood, free	200	10 50	4,078	369 78		
Wheat, corn, flour, iron, salt, coal, &c., Free.. ..	31,951	4,792 65	325,204	10,688 85	544	48 84
Grand Totals, passengers and ton- age of vessels and included..	1,016,165	198,892 68	853,853	71,778 93	202,407	18,219 84

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891,

Canals, and the Amount of Tolls collected, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canal.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
		40	2 00	10,916	463 98	18,353	183 53		
		1,505	75 25	3,057	152 50				
181	1 81							420	1 96
4,353	108 85								
4,534	110 66	1,545	77 25	13,973	616 48	18,353	183 53	420	1 96
18,783	707 03	608,683	48,226 36	84,076	6,145 21	32,231	1,742 01	24,679	708 94
		42,672	732 55	25,125	618 75				
				4,373	116 76				
18,783	707 03	651,355	48,958 91	113,574	6,880 72	32,231	1,742 01	24,679	708 94

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals during of each description of Property passed through

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Vessels of all kinds.....	1,122,469	17,954 50	1,741,447	14,897 17	231,747	2,406 79
Passengers	No. 23,704	361 65	No. 61,707	3,104 67	No. 3,598	60 31
<i>Forest—Produce of Wood.</i>						
	Tons.		Tons.		Tons.	
Bark.....						
Boat Knees.....						
Floats.....			5,164	77 77		
Free.....						
Firewood.....	14,172	602 25	12,877	281 17	5,153	185 87
Free.....						
Hoops and hop poles.....			1	10		
Lumber, sawed.....	60,398	10,373 05	39,720	1,274 17	83,183	4,879 65
Free.....			3,717			
Masts, spars, &c.....	27	1 08	17,088	427 20		
Free.....						
Railway ties.....	57	1 69	1,929	38 49	1,558	124 32
Free.....						
Saw logs.....	3,844	206 38	20,757	473 90		
Free.....						
Staves, all kinds.....	441	58 95				
Shingles.....	14	9 60	44	9 01	135	34 44
Free.....						
Split posts and rails.....			10	25		
Free.....						
Timber, square.....	90,807	13,725 78	12,109	292 30		
Free.....	200		360			
Traverses.....			10,354	26 95		
Total.....	169,360	24,978 78	124,130	2,901 31	90,029	5,224 28
<i>Farm Stock.</i>						
Cattle.....	1	0 02	562	42 66	80	2 58
Hogs.....			51	6 70		
Horses.....	48	2 38	416	30 59	23	0 83
Free.....			3			
Sheep.....			165	13 20	156	5 20
Total.....	49	2 40	1,197	93 15	259	8 61
<i>Produce of Animals.</i>						
Bones.....	1	0 02	254	34 01		
Horns and hoofs, hides and skins, raw..	55	8 25	14	1 23		
Lard and lard oil.....	37	7 30	244	23 23		
Free.....	72					
Meats other than Pork.....	15	3 00	41	2 99		
Pork.....	328	65 60	650	63 28		
Free.....	33		221			
Tallow.....	122	21 00	108	14 58		
Free.....			54			

A—Continued.

the Season of Navigation ended 31st December, 1890, showing the Total Quantity and the Amount of Tolls collected thereon.

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
101,504	245 98	400,239	4,262 48	140,678	1,676 89	70,985	1,419 70	51,800	346 10
No. 12,589	133 97	No. 13,298	172 51	No. 3,921	111 34	No.		No. 8,318	81 08
Tons.		Tons.		Tons.		Tons.		Tons.	
		15	1 47					34	1 31
		9,190	84 16	2,478	43 93			260	3 13
939	7 84	11,126		12,224	207 88			17,853	180 13
		47,047	1,924 63	25,125					
		10,150							
621	6 95	32	2 87	38,651	2,156 93	2,567	25 67	347	5 93
		531,076	40,131 94						
28	0 18	1,273		94	10 00			468	8 51
		321	10 71						
153	1 53	10		6,610	752 29			363	13 84
		1,590	337 63						
		3,525		366	8 61			2,126	18 41
		13,872							
8	0 15			215	93 18			215	18 70
25	1 93	418	299 41						
		6		31	4 74			5	0 38
7	0 33	1	1 76						
		10		560	29 51			1,950	21 25
6,540	81 75	1,660	31 48						
		2,460		1,205	28 22			400	2 00
		200	1 08						
8,321	100 66	633,982	42,827 14	87,559	3,335 29	2,567	25 67	24,021	273 58
		649	42 02	11	0 33				
		12	0 72	1	0 03				
42	0 86	182	10 97	17	0 50				
		325	23 27	7	0 20				
42	0 86	1,168	76 98	36	1 06				
		23	2 04	33	1 27				
2	0 04	27	2 55	3	0 09				
6	0 12	9	0 53	25	0 82				
		12	1 02	20	0 55				
4	0 08	36	1 00	172	4 72				
		1	0 10	2	0 06				

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Wool			26	3 90		
Free	13					
Agricultural products not enumerated, animal	14	2 80	608	55 33		
Free			14			
Total	690	107 97	2,234	198 55		
<i>Agricultural Products.</i>						
Agricultural products not enumerated, vegetable	220	12 93	2,330	179 07		
Free			1			
Apples	150	7 79	2,583	368 85	420	37 74
Barley	10,830	1,950 45	1,569	33 28	496	28 21
Cotton, raw						
Corn	327,394	65,478 60	16,815	366 72	7	0 24
Free			144,905			
Flax and hemp			168	6 65		
Flour	14,461	2,042 79	3,800	487 39	207	6 90
Free	48		3,065			
Hay, pressed			897	46 66	1,811	77 75
Meals, all kinds	20,708	4,141 35	1,389	97 06	48	1 60
Free			222			
Manilla	162	24 30	24	4 70		
Oats	27,728	5,533 80	4,028	120 66	632	21 11
Free			479			
Pease	14	2 80	27,161	545 37	89	2 99
Potatoes	4	0 26	93	8 17	5	0 30
Rye	1,549	288 40	3,256	65 30		
Free			1,120			
Seeds—Flax, clover and grass	155	30 10	2,084	100 69		
Free	100		2			
Tobacco, raw	5	0 75	25	2 29	4	0 27
Free	1					
Wheat	118,002	22,895 94	25,905	518 77	45	1 50
Free			75,515			
Total	521,531	102,410 26	317,436	2,951 63	3,764	178 61
<i>Manufactures.</i>						
Ashes, pot and pearl	71	14 15	78	14 60		
Free	10		70			
Agricultural Implements			113	16 32	2	0 20
Barrels, empty	183	18 42	354	36 10		
Bricks	335	35 43	11,651	499 64	185	16 84
Free	252					
Cement and water lime	87	11 82	2,802	373 81	105	10 50
Free	62		932			
Crockery and earthenware	1	0 15	233	43 89	10	1 00
Free	11					
Furniture	35	6 10	658	116 41		
Free			1			
Glass, all kinds	26	3 95	631	121 23		
Free	23		1			
Iron, railway			20,378	3,027 37		
Free	20,003					
Iron, pig	36	4 62	3,249	470 46		
Free	20					
Iron, all other	717	105 49	14,334	845 73		
Free	584		2			
Molasses	117	17 55	1,239	153 12	645	64 50

during the Season of Navigation ended 31st December, 1890, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
6	0 12			4	0 14				
4	0 08	1,286	105 12	479	13 96				
22	0 44	1,394	112 36	738	21 61				
16	0 32	74	4 72	57	1 84	8,003	80 03		
977	17 82	93	5 20	106	2 50				
1,070	20 08	119	10 22	101	2 37				
1	0 02								
				35	1 08				
60	1 15	19	1 04	487	13 22	1,629	16 29	43	0 43
1	0 02	413	38 01	502	11 89				
		17	1 30	48	1 38				
3	0 08								
		1,378	102 57	91	2 81				
114	2 15	1,363	99 49	76	1 83				
		666	51 62	112	3 15				
454	8 47	20	1 48	107	2 64				
1	0 02	19	1 86	14	0 38				
3	0 06			1	0 07				
384	0 97	44	4 32	191	4 69				
3,084	51 16	4,225	321 83	1,928	49 85	9,632	96 32	43	0 43
5	0 15	11	2 09	21	3 03				
		18	2 74	189	20 18				
6	0 25	91	11 50	85	6 21				
		120	6 90	41	1 51			27	0 76
6	0 12	62	6 06	102	3 01				
9	0 24	10	1 48	51	4 93				
37	1 08	28	3 64	66	6 56				
18	0 46	7	0 77	48	4 43				
280	5 25								
84	1 58			92	2 29				
253	4 78	35	2 41	340	10 24				
		25	2 52	129	11 42				

No. (A) 20.—SUMMARY STATEMENT of Traffic on the undermentioned Canals

Articles.	Welland Canal.		St. Lawrence Canals.		Chambly Canal.	
	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
		\$ cts.		\$ cts.		\$ cts.
Nails.....	60	1 95	4,059	648 92		
do.....Free.	453					
Oil.....	89	3 95	1,692	235 50	168	15 37
do.....Free.	11		6			
Oil cake.....	2	0 40	8	0 75		
do.....Free.			2			
Paint.....	37	5 70	493	73 96	16	1 60
do.....Free.	24					
Pitch and tar.....	863	123 83	372	26 68	257	25 70
do.....Free.	13					
Resin.....			2,284	114 99	2,226	220 34
do.....Free.	1					
Soda ash.....	993	148 95	1,599	299 97		
do.....Free.	554					
Spirits, whiskey, &c.....	268	52 90	1,075	198 71	1	0 04
do.....Free.	350		26			
Steel.....			169	22 59		
do.....Free.	1					
Sugar.....	926	120 58	5,999	931 17	1,203	120 30
do.....Free.	551					
Tin.....	1	0 02	563	98 71		
do.....Free.	40					
Turpentine.....			129	7 78	103	10 30
do.....Free.	2					
White lead.....	1	0 20	149	28 69		
do.....Free.	19					
Whiting.....	1	0 15	701	139 69		
do.....Free.	34					
Woodenware.....	28	11 20	132	41 00		
do.....Free.			1			
Total.....	27,895	687 51	76,185	8,587 79	4,921	486 69
<i>Merchandise.</i>						
Brimstone, crude.....	736	110 40	288	22 83	188	33 62
Clay, lime and sand.....	472	45 19	28,451	1,208 33	4,997	518 14
do.....Free.	8		582			
Coal.....	202,384	38,222 60	157,183	21,830 57	81,932	8,035 69
do.....Free.			94,143		544	
Dye woods and dye stuffs.....			241	15 85	95	9 50
Fish.....	223	35 65	408	41 80		
do.....Free.	26		49			
Gypsum.....	205	2 56	809	16 19		
Ores, all kinds.....	8,138	406 90	3,542	177 10	129	12 90
do.....Free.			820			
Marble.....	4,437	665 55	35	6 86		
Rags.....			124	23 45		
Salt.....	1,027	187 53	11,715	1,555 16	703	66 58
do.....Free.	7,440					
Stone, all kinds.....	12,157	1,815 92	16,882	824 27	2,594	255 26
do.....Free.	12		2,826			
All other goods and merchandise, not enumerated.....	57,595	6,094 16	14,430	2,263 62	12,252	874 02
do.....Free.	1,180		143			
Total.....	296,040	47,586 46	332,671	27,986 03	103,434	9,805 71
Grand totals, passengers and tonnage of vessels not included.....	1,016,165	194,089 53	853,853	60,720 30	202,407	18,171 00

during the Season of Navigation ended 31st December, 1890, &c.—*Continued.*

Murray Canal.		Ottawa Canals.		Rideau Canal.		St. Peter's Canal.		Trent Valley Canals.	
Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	\$ cts.		\$ cts.		\$ cts.		\$ cts.		\$ cts.
304	7 63	31	2 92	295	26 62				
182	4 56	34	2 50	219	19 92				
				5	0 13				
26	0 67	2	0 24	22	2 24				
				26	2 28				
				1	0 09				
50	1 26	1	0 19	25	2 31				
58	1 50	22	1 43	156	17 26				
		1	0 05	28	1 49				
122	3 07	53	4 39	321	31 66				
8	0 22	12	0 79	19	1 79				
		1	0 05	1	0 09				
32	0 81			19	1 80				
77	1 93	3	0 15	28	2 67				
1	0 05	55	45 49	5	0 80				
		240							
1,558	35 61	862	98 31	2,334	184 96			27	0 76
27	0 50	7,652	203 99	421	9 96				
		40	2 00	10,916	463 98	18,353	183 53		
				4,373					
22	0 43	4	0 40	1	0 09				
				113	2 76	814	8 14		
		1,505	75 25	3,057	152 50				
4	0 10								
6	0 15	3	0 57	7	0 81				
257	4 82	5	0 21	1,068	31 14				
362	5 21	3	0 57	96	4 49			420	1 96
5,078	127 14	512	71 76	927	98 48	865	8 65	168	5 02
5,756	138 35	9,724	354 75	20,979	764 21	20,032	200 32	588	6 98
18,783	707 03	651,355	48,226 36	113,574	6,145 21	32,231	1,742 01	24,679	708 94

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

APPENDIX A—Continued.

No. (A) 21.—STATEMENT showing the Amount of Tolls accrued each month during the Season of Navigation, ended 31st December, 1890.

Canals and Offices.	January.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
WELLAND CANAL.											
Chippawa	2 81	4 97	2 18	2 54	2 18	2 27	6 52	6 02	4 69	...	32 00
Colborne	11,269 10	22,120 25	18,985 56	21,786 81	21,786 81	18,179 23	17,401 34	14,846 52	14,275 63	4 80	138,869 24
Dalhousie	5,828 34	5,585 97	5,336 57	5,336 57	7,203 38	7,055 75	10,152 59	6,970 93	5,167 45	3 28	53,504 71
Dunnville	31 39	15 58	84 93	84 93	107 73	29 43	0 50	29 51	25 08	...	324 15
Maitland	8 43	23 17	0 50	0 50	4 00	2 36	1 00	0 50	1 50	...	41 46
Robinson	76 52	89 19	60 32	60 32	34 60	57 61	137 35	84 89	157 90	7 09	705 47
St. Catharines	77 59	96 02	84 23	84 23	81 12	75 65	93 67	59 78	44 44	...	612 50
Total Welland Canal	17,294 68	27,935 15	24,754 65	29,219 82	29,219 82	25,402 30	27,792 97	21,998 15	19,676 69	15 12	194,089 53
St. LAWRENCE CANALS.											
Beauharnois	5 90	40 21	42 08	113 75	113 75	91 52	50 29	188 18	182 92	...	714 85
Cardinal	5 90	72 87	79 68	219 02	219 02	60 97	77 74	73 48	68 34	14 38	672 38
Cornwall	154 48	1,841 04	2,363 08	2,119 07	2,119 07	2,890 81	2,414 01	2,046 34	1,888 67	19 00	15,666 50
Kingston	139 15	926 39	1,626 49	1,542 48	1,542 48	2,934 97	2,562 75	2,479 32	1,957 44	...	13,169 19
Lachine	37 03	237 55	270 78	334 29	334 29	686 57	590 63	483 34	187 65	...	2,847 84
Montreal	216 06	3,721 21	4,051 05	5,564 36	5,564 36	4,523 03	4,211 72	3,118 48	2,243 63	...	27,649 54
Total St. Lawrence Canals	558 52	6,839 47	8,433 16	9,912 97	9,912 97	11,117 87	9,907 14	8,389 14	5,528 65	33 38	60,720 30
CHAMBLY CANAL.											
Chamby .....	...	531 23	699 97	773 98	773 98	966 37	1,050 02	1,271 73	614 65	...	5,907 95
St. John's .....	...	550 60	2,421 40	1,577 74	1,577 74	1,803 77	2,410 40	2,067 37	938 74	...	11,770 02
St. Ours .....	...	7 45	58 47	57 92	70 76	67 50	72 48	84 69	73 76	...	483 03
Total Chamby Canal .....	...	1,140 30	3,179 29	2,422 48	2,422 48	2,837 64	3,532 90	3,423 79	1,627 15	...	18,171 00

OTTAWA CANALS.									
Ottawa.....	1 24	5,640 52	4,483 84	5,669 62	4,175 29	3,201 51	3,104 69	2,098 17	28,374 88
Carillon.....	8 23	13 82	33 19	20 90	38 48	11 46	36 11	32 22	194 41
Grenville.....	534 51	2,845 04	2,716 59	3,083 34	2,729 78	2,007 81	2,694 12	1,830 90	18,442 09
St. Anne's.....	18 02	158 88	168 69	165 28	183 40	176 63	237 38	101 70	1,214 98
Total Ottawa Canals.....	562 00	8,658 26	7,402 31	8,939 14	7,131 95	5,397 41	6,072 30	4,062 99	48,226 36
RIDEAU CANAL.									
Kingston Mills.....		223 26	206 93	207 44	234 53	231 54	241 83	68 51	1,414 04
Ottawa.....		537 84	766 31	902 56	608 96	582 23	596 93	294 68	4,289 51
Smith's Falls.....		31 18	66 06	101 95	88 35	71 43	29 42	53 27	441 66
Total Rideau Canal.....		792 28	1,039 30	1,211 95	931 84	885 20	868 18	416 46	6,145 21
ST. PETER'S CANAL.									
St. Peter's.....	3 79	275 37	170 40	203 26	203 18	262 93	301 75	217 51	1,742 01
TRENT VALLEY CANALS.									
Burleigh.....			18 00	12 00	16 75	8 00			54 75
Bobcaygeon.....		26 53	50 73	66 82	63 34	78 76	66 79	11 12	364 09
Buckhorn.....				8 50	13 50			10 00	32 00
Fenelon Falls.....	0 25	0 75	2 39	0 50	8 60	10 35	7 35	5 41	35 60
Hastings.....		4 46	1 50	4 50	4 20	1 50	11 75	1 00	28 91
Peterborough.....	10 36	19 32	37 72	32 64	26 51	24 84	27 73	14 47	193 59
Total Trent Valley Canals.....	10 61	51 06	110 34	124 96	132 90	123 45	113 62	42 00	708 94
MURRAY CANAL.									
Brighton.....		106 64	131 57	107 93	152 86	84 52	77 17	46 34	707 03
Grand Total	3 79	45,798 53	45,221 02	52,142 51	47,910 54	47,986 52	41,244 10	31,617 79	330,510 38

B. H. TEAKLES,
Chief, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1892.

APPENDIX A—Continued.

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels passed through all the Canals during the Season of Navigation ended the 31st December, 1890, and the amount of Tolls collected thereon.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.				
WELLAND CANAL.													
Canadian vessels, steam	1,139	84,941	75,480		2,356								\$ cts.
do sail	996	49,851	35,581		3,666		929	269	5,277	93,156	169,711	170,992	4,041 47
Total Canadian	2,135	134,792	111,061		6,022		929	269	12,830	191,318	307,151	308,676	5,530 18
United States vessels, steam	436		18	3,096	1,184	191,099	184,658	2,521	18,830	196,716	204,690	401,406	9,571 65
do sail	312	241		2,322	664	49,610	42,250	1,824	8,331	53,997	51,245	105,242	6,024 17
Total United States	748	241	18	5,418	1,848	240,709	226,908	4,345	27,161	250,743	255,935	506,648	2,358 68
Grand total, Welland Canal	2,883	135,033	111,079	164,018	7,870	241,638	227,177	17,175	218,479	557,864	564,605	1,122,469	8,382 85
ST. LAWRENCE CANALS.													
Canadian vessels, steam	3,849	380,486	329,688	15,694	56		67	581	5,395	396,761	335,206	731,967	17,954 50
do sail	5,473	520,851	316,317	29,375	779		15	119	59,145	550,345	376,256	926,601	
Total Canadian	9,322	901,337	646,005	45,069	835		82	700	64,540	947,106	711,462	1,658,568	
United States vessels, steam	483	645	549	1,416	123	6,650	6,921	90	3,623	8,801	11,216	20,017	
do sail	693	753	10,974	4,010	6,549	1,059	899	34,981	3,637	40,803	22,059	62,862	
Total United States	1,176	1,398	11,523	5,426	6,672	7,709	7,820	35,071	7,260	49,604	33,275	82,879	
Grand total, St Lawrence Canals	10,498	902,735	657,528	50,495	7,507	7,709	7,902	35,771	71,800	996,710	744,737	1,741,447	

CHAMBLEY CANAL.														
Canadian vessels, steam.	438	35,719	40,878	63										
do sail	662	6,858	6,948	11,825									77,722	234 57
													56,776	930 23
Total Canadian	1,100	42,577	47,826	11,888									134,498	1,104 80
United States vessels, steam.	27	39	99	2									1,973	25 93
do sail	981	2,044	1,918	26,228	4,197								95,276	1,216 06
Total United States	1,008	2,083	2,017	26,230	4,197								97,249	1,241 99
Grand total, Chambley Canal.	2,108	44,660	49,843	38,118	4,197								231,747	2,406 79
MURRAY CANAL.														
Canadian vessels, steam.	715	42,259	31,739	7,051										
do sail	135	1,998	4,533	4,499	2								88,288	202 44
													12,877	39 76
Total Canadian	850	44,257	36,272	11,550	2								101,165	242 20
United States vessels, steam.	2			49									85	0 50
do sail	13	7	6	149									254	3 28
Total United States	15	7	6	198									339	3 78
Grand total, Murray Canal.	865	44,264	36,278	11,748	2								101,504	245 98
OTTAWA CANALS.														
Canadian vessels, steam.	1,145	56,482	114,823	2,143										
do sail	1,389	9,856	164,540	23,907									173,448	698 14
													198,303	2,897 98
Total Canadian	2,534	66,338	279,363	26,050									371,751	3,596 12
United States vessels, steam.	4	187	44										231	2 37
do sail	291	4,118		183	23,680								28,257	663 99
Total United States	295	4,305	44	183	23,680								28,488	666 36
Grand total, Ottawa Canal.	2,829	70,643	279,407	183	49,730								400,239	4,262 48
RIDEAU CANAL.														
Canadian vessels, steam.	1,151	30,362	31,659	129										
do sail	965	31,871	38,621	2,242									62,150	591 52
													72,734	1,009 32
Total Canadian	2,116	62,233	70,280	2,371									134,884	1,600 84

No. (A) 22.—GENERAL STATEMENT showing the Quantity of each Article transported, &c.—*Concluded.*

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
RIDEAU CANAL—Continued.													
United States vessels, steam.....	58	443	520							537	520	1,057	\$ cts. 17 51
do sail.....	64	1,913	2,217		94					2,520	2,217	4,737	58 54
Total United States.....	122	2,356	2,737		701					3,057	2,737	5,794	76 05
Grand total, Rideau Canal..	2,238	64,589	73,017		3,072					67,661	73,017	140,678	1,676 89
ST. PETER'S CANAL.													
Canadian vessels, steam.....	44	4,398	6,056							4,398	6,056	10,454	209 08
do sail.....	1,250	31,208	29,323							31,208	29,323	60,531	1,210 62
Grand total, St. Peter's Canal....	1,294	35,606	35,379							35,606	35,379	70,985	1,419 70
TRENT VALLEY CANALS.													
Canadian vessels, steam.....	739	12,738	11,681							12,738	11,681	24,419	202 00
do sail.....	565	14,249	13,132							14,249	13,132	27,381	144 10
Total Canadian.....	1,304	26,987	24,813							26,987	24,813	51,800	346 10
Grand total, Trent Valley Canals.	1,304	26,987	24,813							26,987	24,813	51,800	346 10

No. (A) 22.—GENERAL STATEMENT showing the Number, Tonnage and Nationality of Vessels, &c.—*Concluded.*
APPENDIX A—*Continued.*
RECAPITULATION.

Vessels.	Total Number.	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
CANADIAN VESSELS.													
Steam and Sail.													
Welland	2,135	134,792	111,061	158,600	6,022	929	269	12,830	191,318	307,151	308,670	615,821	9,571 65
St. Lawrence.	9,322	901,337	646,005	45,069	835	.....	82	700	64,540	947,106	711,462	1,658,568	14,303 57
Chambly	1,100	42,577	47,826	11,888	.....	.....	.....	.....	32,207	54,465	80,033	134,498	1,164 80
Murray	850	44,257	36,272	11,550	2	.....	.....	473	8,611	56,280	44,885	101,165	242 20
Ottawa	2,534	66,338	279,363	26,050	.....	.....	.....	.....	.....	66,338	305,413	371,751	3,596 12
Rideau	2,116	62,233	70,280	2,371	.....	.....	.....	.....	.....	64,604	70,280	134,884	1,600 84
St. Peter's	1,294	35,606	35,379	.....	.....	.....	.....	.....	.....	35,606	35,379	70,985	1,419 70
Trent Valley Canals	1,304	26,987	24,813	.....	.....	.....	.....	.....	.....	26,987	24,813	51,800	346 10
Total, Canadian	20,655	1,314,127	1,250,999	229,478	32,909	929	351	14,003	296,676	1,558,537	1,580,935	3,139,472	32,244 98
UNITED STATES VESSELS.													
Steam and Sail Vessels.													
Welland	748	241	18	5,418	1,848	240,709	226,908	4,345	27,161	250,713	255,935	506,648	8,382 85
St. Lawrence	1,176	1,398	11,523	5,426	6,672	7,709	7,820	35,071	7,260	49,604	33,275	82,879	593 60
Chambly	1,008	2,083	2,017	26,230	4,197	.....	.....	.....	62,722	28,313	68,936	97,249	1,241 99
Murray	15	7	6	198	.....	.....	.....	5	123	210	129	339	3 78
Ottawa	295	4,305	44	183	23,680	.....	.....	276	.....	4,764	23,724	28,488	666 36
Rideau	122	2,356	2,737	701	.....	.....	.....	.....	.....	3,057	2,737	5,794	76 05
Total, United States	3,364	10,390	16,345	38,156	36,397	248,418	234,728	39,697	97,266	336,661	384,736	721,397	10,964 63
Grand Total, Canadian and United States	24,019	1,324,517	1,267,344	267,634	69,306	249,347	235,079	53,700	393,942	1,895,198	1,965,671	3,860,869	43,209 61

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 27th February, 1891.
B. H. TEAKLES,
Chief Clerk, Canals Revenue.

SUPPLEMENTARY APPENDIX A—Continued.

No. (A) 22½.—COMPARATIVE STATEMENT of Grand Total Freight passed through the undermentioned Canals, during the Seasons of Navigation of 1889 and 1890, and the Amount of Tolls collected on the same, including Tolls on Vessels and Passengers.

	From Canadian to Canadian Ports.		From Canadian to United States Ports.		From United States to United States Ports.		From United States to Canadian Ports.		Tons.		Total Tons.	Amount of Tolls.
	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.		
1889.												
Welland Canal	27,592	57,752	16,388	20,381	266,231	297,353	16,502	383,074	326,713	758,560	1,085,273	215,685 88
St. Lawrence Canals	222,956	521,704	10,389	700	993	2,838	64,613	95,679	298,951	620,921	919,872	57,954 97
Chambly Canal	8,975	3,582	83,164			2		124,558	92,139	128,142	220,281	20,708 12
Rideau Canal	76,665	24,117	12,354						89,009	24,117	113,126	6,981 13
Ottawa Canal	443	516,784		177,416			128		571	694,200	694,771	56,961 55
St. Peter's Canal	23,180	32,263							23,180	32,263	55,443	2,919 67
Trent Valley Canals	24,966	164							24,966	164	25,130	492 28
1890.												
Welland Canal	30,274	56,535	35,959	10,283	215,698	318,259	17,358	331,799	299,289	716,876	1,016,165	194,089 53
St. Lawrence Canals	216,557	476,196	11,052	3,253	1,115	2,065	41,351	102,264	270,075	583,778	853,853	60,720 30
Chambly Canal	8,224	4,118	85,113	6,085				98,867	93,337	109,070	202,407	18,171 00
Rideau Canal	81,219	26,289	6,066						87,285	26,289	113,574	6,145 21
Ottawa Canal	527	537,253	8	113,567					535	650,820	651,355	48,226 36
St. Peter's Canal	5,889	26,342							5,889	26,342	32,231	1,742 01
Trent Valley Canals	22,297	2,382							22,297	2,382	24,679	708 94
Murray Canal	4,606	7,896	6,190					91	10,798	7,985	18,783	707 03

B. H. TEAKLES,
Chief Clerk, Canal Revenue.

APPENDIX A—Continued.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, during the Season of Navigation in 1890.
WELLAND AND ST. LAWRENCE CANALS.

CANADIAN.					UNITED STATES.				
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.		
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	
8	31	248	29	232	13	104	5	40	
10	12	120	14	140	6	60	2	20	
15	10	150	8	120	4	60	1	15	
20	11	220	10	200	7	140	2	40	
25	15	375	4	100	3	75			
30	19	570	4	120	1	30	1	30	
35	17	595	4	140	4	140	1	35	
40	11	440	25	1,000	3	120	2	80	
45	6	270	6	270	3	135			
50	6	300	14	700	2	100			
55	2	110	2	110					
60	3	180	5	300					
65	2	130	5	325			2	130	
70	2	140	5	350					
75	2	150	7	525			2	150	
80	2	160	9	720			2	160	
85	4	350	9	765			9	765	
90	3	270	10	900			16	1,440	
95	4	380	15	1,445			48	4,560	
100	1	100	41	4,100	1	100	64	6,400	
105	6	630	18	1,890			19	1,995	
110	2	220	10	1,100	4	440	15	1,650	
115	1	115	9	1,035			8	920	
120	1	120	8	960			4	480	
125	3	375	11	1,375			2	250	
130	2	260	6	780			4	520	
135	1	135	8	1,080					
140			6	840					
145	3	435	10	1,450					
150	1	150	27	4,050					
155	3	465	32	4,960					
160	3	480	17	2,720			2	320	
165	1	165	10	1,650					
170			6	1,020					
175	3	875	7	1,235					
180			2	360			1	180	
185			9	1,665					
190			2	380					
195	1	195	7	1,365			1	195	
200	1	200	5	1,000					
205			1	205					
210	1	210	2	420					
215	1	215							
220	1	220	1	220					
225			3	675					
230			3	690			1	230	
235	1	235	1	235					
240			2	480					
245			2	490			2	490	
250									
255			2	510			1	255	
260	1	260	3	780			2	520	
265	1	265	2	530			3	795	
270	2	540	3	810			1	270	
275			4	1,100			4	1,500	
280	1	280					3	840	
285			5	1,425			7	1,995	

APPENDIX A—*Continued.*

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Continued.*

WELLAND AND ST. LAWRENCE CANALS—*Continued.*

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
290	1	290	2	580			3	870
295			1	295			1	295
300	1	300	3	900			5	1,500
305	3	915	9	2,745			3	915
310	1	310	3	930			1	310
315			3	945			6	1,890
320	1	320	8	2,560			1	320
325	1	325	7	2,275			3	975
330	2	660	6	1,980				
335			5	1,675	1	335	1	335
340			4	1,360			1	340
345	1	345	1	345				
350			3	1,050	1	350	1	350
355			1	355	1	355	2	710
360	1	360	3	1,080				
365			4	1,460				
370			1	370				
375			3	1,125				
380								
385	2	770	1	385				
390	1	390						
395	1	395						
400							1	400
405	1	405						
410	2	820	1	410				
415			1	415				
420								
425					1	425		
430	1	430						
435			2	870			2	870
440	2	880	1	440				
445			1	445			2	890
450			1	450				
455	1	455	2	910				
460			1	460				
465			1	465			1	465
470					1	470	1	470
475			1	475			1	475
480							1	480
485	1	485	1	485			1	485
490					1	490		
495								
500	1	500	1	500			1	500
505					1	505		
510	3	1,530						
515			1	515			1	515
520			2	1,040			1	520
525							1	525
530	1	530						
535								
540	1	540	1	540	1	540	1	540
545			1	545	1	545		
550								
555								
560								
565								
570			1	570			1	570
				152				

APPENDIX A—Continued—CANALS.

No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—Continued.

WELLAND AND ST LAWRENCE CANALS—Concluded.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
575	1	575						
580	2	1,160						
585			2	1,170			1	585
590	1	590						
595	1	595			1	595		
600	1	600					2	1,200
605								
610							1	610
615	1	615			2	1,230		
620								
625								
628			1	628				
640							1	640
655					2	1,310		
660	1	660						
675	1	675						
690	2	1,380						
715	1	715					1	715
743	1	743			1	743	1	743
769	2	1,538						
836	1	836			1	836		
915					2	1,830	1	915
929	2	1,858						
945					4	3,780		
1,001			1	1,001				
1,024					4	4,096		
1,035					2	2,070		
1,037					2	2,074		
1,041			1	1,041				
1,105			1	1,105				
1,160	1	1,160						
1,172	1	1,172			1	1,172		
1,203					1	1,203		
1,425					1	1,425		
1,441					1	1,441		
1,555					5	7,775		
2,005					1	2,005		
Total....	254	39,130	564	88,942	91	39,104	289	48,193

RIDEAU, OTTAWA AND CHAMBLY CANALS.

8	45	360	96	768	12	96	5	40
10	16	160	26	260	3	30	1	10
15	11	165	7	105	3	45	1	15
20	4	80	2	40	1	20		
25	7	175	7	175	1	25	1	25
30	3	90	3	90				
35	6	210	8	280	2	70		
40	1	40	4	160				
45	1	45	2	90				
50	3	150	6	300				
55	3	165	4	220				
60	3	180	5	300				
65	2	130	3	195			1	65

APPENDIX A—*Continued*—CANALS.No. 23.—STATEMENT of the Number and Tonnage of all kinds of Vessels passed through the Canals, &c.—*Concluded*.RIDEAU, OTTAWA AND CHAMBLY CANALS—*Concluded*.

CANADIAN.					UNITED STATES.			
Steam Vessels.			Sailing Vessels.		Steam Vessels.		Sailing Vessels.	
Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.	Number.	Total Tonnage.
70	1	70	5	350				
75	2	150	7	525			4	300
80			7	560			4	320
85	2	170	10	850			18	1,530
90	1	90	14	1,260			25	2,050
95	3	285	28	2,660			111	10,545
100	1	100	25	2,500			116	11,600
105	1	105	19	1,995			50	5,250
110			8	880			26	2,860
115	1	115	14	1,610			16	1,840
120	1	120	5	600			11	1,320
125	1	125	12	1,500			2	250
130			6	780			2	260
135	1	135	6	810				
140			10	1,400				
145	1	145	12	1,740				
150			23	3,450				
155	1	155	39	5,545				
160			9	1,440				
165	1	165	10	1,650			1	165
170			4	680				
175			2	350				
180			1	180				
185	2	370	5	925				
190	1	190						
195			1	195				
200								
205			3	615				
210								
215	1	215						
220								
225								
230	1	230	1	230				
235								
240			1	240				
245			1	245				
250								
255								
260								
265			1	265				
270								
275								
325	1	325						
335	1	335						
345	1	345			1	345		
397	2	794						
Total....	133	6,684	462	39,013	23	631	395	38,445

B. H. TEAKLES,
Chief Clerk, Canals Revenue.DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

APPENDIX A—Continued—CANALS.

No. 24.—STATEMENT showing the Classified Tonnage of all kinds of Vessels passed through the Canals during the Season of Navigation in 1890.

WELLAND AND ST. LAWRENCE CANALS.

CANADIAN.						UNITED STATES.					
Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 1,172 tons..	55	28,172	1	250 to 1,105 tons..	113	42,050	1	250 to 2,005 tons..	40	37,500
2	200 to 249 " " "	5	1,080	2	200 to 249 " " "	20	4,415	2	200 to 249 " " "	3	720
3	150 to 199 " " "	12	2,330	3	150 to 199 " " "	119	19,405	3	150 to 199 " " "	3	695
4	100 to 149 " " "	20	2,390	4	100 to 149 " " "	127	14,610	4	100 to 149 " " "	116	12,215
5	50 to 99 " " "	30	2,170	5	50 to 99 " " "	81	6,140	5	50 to 99 " " "	79	2,645
6	Under 50 " " "	132	2,988	6	Under 50 " " "	104	2,322	6	Under 50 " " "	14	260
	Total.....	254	39,130		Total.....	564	88,942		Total.....	289	48,193

RIDEAU, OTTAWA AND CHAMBLEY.

Class.	Steam Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.	Class.	Sailing Vessels.	No.	Tonnage.
1	250 to 397 tons....	5	1,799	1	250 to 265 tons....	1	265	1	250 to 300 tons....	.....	.....
2	200 to 249 " " "	2	445	2	200 to 249 " " "	6	1,330	2	200 to 249 " " "	.....	.....
3	150 to 199 " " "	5	880	3	150 to 199 " " "	94	14,415	3	150 to 199 " " "	.....	.....
4	100 to 149 " " "	7	845	4	100 to 149 " " "	117	13,815	4	100 to 149 " " "	.....	.....
5	50 to 99 " " "	20	1,390	5	50 to 99 " " "	89	7,220	5	50 to 99 " " "	.....	.....
6	Under 50 " " "	94	1,325	6	Under 50 " " "	155	1,968	6	Under 50 " " "	.....	.....
	Total.....	133	6,684		Total.....	462	39,013		Total.....	395	38,445

B. H. TEAKLES,
Chief Clerk, Canals Revenue.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

No. 25.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS
(O. C., April 18, 1873.)

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chambly Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Ann's Lock, each way.	Ottawa to St. John's, each way.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	cts.	\$ cts.
<i>Class No. 1.</i>								
Vessels, steam.....per ton	0 01 $\frac{1}{2}$	0 01 $\frac{1}{2}$	0 02 $\frac{1}{4}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 01 $\frac{1}{2}$	0 00 $\frac{3}{4}$	0 01 $\frac{1}{2}$
do sail and other..... do	0 02 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 03 $\frac{1}{4}$	0 01 $\frac{1}{2}$	0 01 $\frac{1}{4}$	0 02 $\frac{1}{4}$	0 01	0 02 $\frac{3}{4}$
<i>Class No. 2.</i>								
Passengers, 21 years of age and upwards.....	0 10	0 10	0 20	0 10	0 05	0 08	0 02 $\frac{1}{4}$	0 09 $\frac{3}{4}$
Passengers, under 21 years each...	0 05	0 05	0 10	0 05	0 02	0 04	0 01 $\frac{1}{4}$	0 04 $\frac{1}{2}$
<i>Class No. 3.</i>								
Bricks, cement and water lime....	0 15	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{3}{4}$
Clay, lime and sand.....								
Brimstone.....								
Corn.....								
Flour.....								
Iron, railway.....								
do pig.....								
do all other, including steel (O. C., Feb. 1, 1888).....								
Plaster, gypsum.....								
Salt.....								
Salt meats or fish, in barrels or otherwise.....								
Agricultural products, vegetable, not enumerated.....								
Agricultural products, animals, not enumerated.....								
Stone, for cutting.....								
Wheat.....								
<i>Class No. 4.</i>								
All other articles, not enumerated.	0 15	0 20	0 20	0 20	0 10	0 26	0 14	0 29

of the Dominion of Canada, 1890-91.

TRENT VALLEY CANAL (O. C., JULY 25, 1888.)

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	
Fenelon Falls to Bobcaygeon.	Bobcaygeon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Whitlaw's to Hastings.
Tolls chargeable at Fenelon Falls.	Tolls chargeable at Bobcaygeon.	Tolls chargeable at Buckhorn.	Tolls chargeable at Burleigh.	Tolls chargeable at Fenelon Falls.	Tolls chargeable at Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0.00 ³ / ₁₆ 0.00 ¹ / ₄	0.00 ³ / ₁₆ 0.00 ¹ / ₄	0.00 ³ / ₁₆ 0.00 ¹ / ₄	0.00 ³ / ₁₆ 0.00 ¹ / ₄	0.00 ³ / ₄ 0.01	0.00 ³ / ₁₆ 0.00 ¹ / ₄
0.01 0.00 ¹ / ₂	0.01 0.00 ¹ / ₂	0.01 0.00 ¹ / ₂	0.01 0.00 ¹ / ₂	0.04 0.02	0.01 0.00 ¹ / ₂
0.01	0.01	0.01	0.01	6.04	0.01
0.03	0.03	0.03	0.03	0.12	0.03

No. 25.—RATES of Tolls on the Canals

WELLAND, ST. LAWRENCE, RIDEAU, OTTAWA AND CHAMBLY CANALS.

The Rates of Tolls are divided into Six Classes, as under, and are per ton, unless otherwise specified.

	Welland Canal, westward.	Welland Canal, eastward.	Lake Erie to Montreal.	St. Lawrence Canals, each way.	Chamby Canal and St. Ours Lock, each way.	Rideau Canal, each way.	Ottawa Canals and St. Anne's Lock, each way.	Ottawa to St. John's, each way.
<i>Class No. 5.</i>	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Bark	0 20	0 20	0 20	0 15	0 10	0 07	0 06	0 19 $\frac{1}{4}$
Barrels, empty, each	0 02	0 02	0 02	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$
Boat knees, each	0 05	0 05	0 05	0 02	0 02	0 02	0 01	0 03 $\frac{1}{4}$
Floats, per 1,000 lineal feet	1 40	1 40	1 40	1 40	1 20	1 05	0 50	2 05
Firewood, per cord, in vessels	0 20	0 20	0 20	0 20	0 10	0 15	0 08	0 23
do do rafts	0 25	0 25	0 25	0 25	0 15	0 19	0 09	0 30 $\frac{1}{4}$
Hoops	0 25	0 25	0 25	0 20	0 15	0 15	0 10	0 30
Masts and spars, telegraph poles, per ton of 40 cubic feet, in vessels	0 15	0 15	0 15	0 05	0 05	0 08	0 07	0 13 $\frac{1}{4}$
Masts and spars, telegraph poles, per ton of 40 cubic feet, in rafts	0 20	0 20	0 20	0 10	0 10	0 15	0 10	0 22 $\frac{1}{4}$
Railway ties, in vessels, each	0 01	0 01	0 01	0 00 $\frac{1}{2}$	0 00 $\frac{1}{2}$	0 00 $\frac{3}{4}$	0 00 $\frac{3}{4}$	0 01 $\frac{1}{4}$
do do rafts, each	0 02	0 02	0 02	0 01	0 01	0 02	0 01	0 02 $\frac{1}{4}$
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in vessels	0 30	0 30	0 30	0 15	0 10	0 11 $\frac{1}{4}$	0 06 $\frac{3}{4}$	0 120
Sawed stuff, boards, plank, scantling and sawed timber, per M. feet, board measure, in rafts	0 60	0 60	0 60	0 30	0 20	0 19	0 09	0 36 $\frac{1}{2}$
Square timber, per M. cubic feet, in vessels	3 00	3 00	3 00	1 00	1 00	0 56	0 44	1 69
Square timber, per M. cubic feet, in rafts	4 50	4 50	4 50	2 00	2 00	1 12	0 63	3 13
Waggon stuff, woodenware and wood, partly manufactured, per ton of 40 cubic feet	0 40	0 40	0 40	0 40	0 25	0 30	0 20	0 55
Shingles, per M.	0 06	0 06	0 06	0 06	0 04	0 04 $\frac{1}{2}$	0 02 $\frac{1}{2}$	0 08
Split posts and fence rails, per M., in vessels	0 40	0 40	0 40	0 40	0 20	0 23	0 12	0 42
Split posts and fence rails, per M., in rafts	0 80	0 80	0 80	0 80	0 40	0 38	0 17	0 77
Saw-logs, each standard log	0 08	0 08	0 08	0 08	0 05	0 06	0 06	0 13
Staves and headings, brl., per M.	0 40	0 40	0 40	0 20	0 15	0 15	0 10	0 30
do do pipe do	1 50	1 50	1 50	1 00	1 00	0 75	0 50	1 75
do do W. India, p.M.	0 75	0 75	0 75	0 60	0 25	0 45	0 25	0 65
do do salt barrel, sawn or cut, per M.	0 08	0 08	0 08	0 04	0 03	0 03	0 02	0 06
Traverses, per 100 pieces	0 50	0 50	0 50	0 50	0 40	0 38	0 15	0 67 $\frac{1}{2}$
Hop poles, per 1,000 pieces	2 00	2 00	2 00	2 00	1 50	1 50	0 65	2 65
<i>Special Class.</i>								
Gypsum, crude (per O. C., 28th Oct., 1882)	0 15	0 05	.....	0 05	West ward.	.....	.....	.....
Coal	0 20	0 20	0 20	0 15	0 10	0 08	0 05	0 17 $\frac{3}{4}$
Stone, unwrought, corded and not suitable for cutting, per cord	0 75	0 75	0 75	0 60	0 37 $\frac{1}{2}$	0 28	0 24	0 77 $\frac{1}{2}$
Kryolite, iron ore or chemical ore	0 05	0 05	0 05	0 05	0 05	0 05	0 05	0 05
Ice	0 05	0 05	0 05	.....	.....	.....	.....	.....

of the Dominion—*Continued.*

TRENT VALLEY CANAL.

1ST SECTION.	2ND SECTION.	3RD SECTION.	4TH SECTION.	THROUGH.	
Fenelon Falls to Bobcageon.	Bobcageon to Buckhorn.	Buckhorn to Burleigh.	Burleigh to Lakefield.	Fenelon Falls to Lakefield.	Whitlaw's to Hastings.
Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Bobcageon.	Tolls Charge- able to Buckhorn.	Tolls Charge- able at Burleigh.	Tolls Charge- able at Fenelon Falls.	Tolls Charge- able to Whitlaw's.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
0·01	0·01	0·01	0·01	0·04	0·01
0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·01	0·00 $\frac{1}{4}$
0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·01	0·00 $\frac{1}{4}$
0·13	0·13	0·13	0·13	0·52	0·13
0·03	0·03	0·03	0·03	0·10	0·03
0·04	0·04	0·04	0·04	0·14	0·04
0·02	0·02	0·02	0·02	0·08	0·02
0·02	0·02	0·02	0·02	0·08	0·02
0·01	0·01	0·01	0·01	0·04	0·01
0·00 $\frac{1}{8}$	0·00 $\frac{1}{8}$	0·00 $\frac{1}{8}$	0·00 $\frac{1}{8}$	0·00 $\frac{1}{2}$	0·00 $\frac{1}{8}$
0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·00 $\frac{1}{4}$	0·01	0·00 $\frac{1}{4}$
0·03	0·03	0·03	0·03	0·10	0·03
0·04	0·04	0·04	0·04	0·14	0·04
0·07	0·07	0·07	0·07	0·28	0·07
0·14	0·14	0·14	0·14	0·56	0·14
0·04	0·04	0·04	0·04	0·16	0·04
0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·03	0·00 $\frac{3}{4}$
0·03	0·03	0·03	0·03	0·12	0·03
0·05	0·05	0·05	0·05	0·20	0·05
0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·03	0·00 $\frac{3}{4}$
0·02	0·02	0·02	0·02	0·08	0·02
0·10	0·10	0·10	0·10	0·40	0·10
0·05 $\frac{1}{2}$	0·05 $\frac{1}{2}$	0·05 $\frac{1}{2}$	0·05 $\frac{1}{2}$	0·22	0·05 $\frac{1}{2}$
0·00 $\frac{1}{2}$	0·00 $\frac{1}{2}$	0·00 $\frac{1}{2}$	0·00 $\frac{1}{2}$	0·02	0·00 $\frac{1}{2}$
0·05	0·05	0·05	0·05	0·20	0·05
0·20	0·20	0·20	0·20	0·80	0·20
Free.	Free.	Free.	Free.	Free.	Free.
0·01	0·01	0·01	0·01	0·04	0·01
0·03 $\frac{1}{4}$	0·03 $\frac{1}{4}$	0·03 $\frac{1}{4}$	0·03 $\frac{1}{4}$	0·14	0·03 $\frac{1}{4}$
0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·00 $\frac{3}{4}$	0·03	0·00 $\frac{3}{4}$
Free.	Free.	Free.	Free.	Free.	Free.

Sec. 76.—Standard for estimating weight, for canal tolls.

	Tons.		Tons.
2,000 lbs. avoirdupois	1	Stone, 12 cubic feet	1
Per M. is per thousand feet		Stone, 1 cord	7½
Per Mille is per thousand pieces		Whiskey, 4 barrels or 215 gallons	1
Green fruit, 9 barrels are	1	Empty barrels, 10	1
Ashes, 3 barrels are	1	Barrel hoops, 10 Mille	1
Bark, 4 cords	1	Board and other sawed lumber, 600 feet	
Beef, 7 barrels	1	board measure	1
Biscuit and crackers, 9 barrels	1	Boat knees, 4	1
Bricks, common, 1,000	2	Firewood, 1 cord	3
Butter, 22 kegs or 7 barrels	1	Hop poles, 60 or 40 cubic feet	1
Cattle, 3	1	Shingles, 12 M. or bundles	1
Cement and water lime, 7 barrels	1	Split posts and fence rails, 1 Mille	1
Fire bricks, 1,000	3	Staves and headings, Pipe, 1 Mille	8
Fish, 7 barrels	1	do W. India, 1 Mille	4
Flour, 9 barrels	1	do Barrel, 1 Mille	2½
Gypsum and manganese, 6 barrels	1	do Salt barrel, 1 Mille	¾
Horses, 2	1	Saw-logs, standard, 1	8
Lard and tallow, 7 barrels or 22 kegs	1	Square timber, 50 cubic feet	1
Liquors and spirits, 215 gallons	1	Telegraph poles, 10, or 40 cubic feet	1
Liquors, all others, 215 gallons	1	Masts and spars, 40 cubic feet	1
Nuts, 9 barrels	1	Railroad ties, 16, or 50 cubic feet	1
Oysters, 6 barrels	1	All other woodenware, or partly manu-	
Pork, 7 barrels	1	factured wood, 40 cubic feet as per tariff	1
Salt, 7 barrels	1	Traverses, 40 cubic feet, or 5 pieces	1
Seeds, 9 barrels	1	Floats, 50 lineal feet	1
Sheep, 20	1		

NOTE.—By the Weights and Measures Act, Chapter 104 of the Revised Statutes of Canada, Section 14, all the above named articles are to be estimated by the cental of 100 lbs.

WAY RATES.

Sec. 77. The following way rates are to be levied on vessels and property passing the several sub-divisions of the canals :—

WELLAND CANAL.		Rate.
1. From Port Maitland, Dunnville and Port Colborne to Port Robinson or Allanburg, not passing the lock, each way.		1 cent per ton or 1 cent per cubic foot
2. From Chippawa Cut, or any part thereof, to Dunnville, Port Maitland or Port Colborne.		
3. From Dunnville to Port Colborne.		
4. From Thorold to St. Catharines or Port Dalhousie.		
5. From Maitland, Dunnville, Colborne or Port Robinson to Marshville and intermediate places.		
6. From Marshville or intermediate places to Port Maitland, Dunnville, Port Colborne and Port Robinson.		
7. From Port Robinson to Allanburg or Thorold.		
8. From Port Robinson to St. Catharines or Port Dalhousie.		
9. From St. Catharines to Port Dalhousie.		
10. From Dunnville to Maitland.		
11. From Port Robinson through the Lock and Chippawa Cut.		
12. From Port Colborne to Port Maitland.		
13. From Chippawa Cut through Lock to Port Robinson.		
14. From Colborne, Dunnville, Maitland and Marshville to Thorold.		
15. From Colborne, Dunnville, Maitland and Marshville to St. Catharines.		
16. Through the Chippawa Cut only.		
17. Through the Port Robinson Lock only.		
ST. LAWRENCE CANALS.		
Sec. 78. The navigation is divided into four sections, viz., Cardinal, Cornwall, Beauharnois and Lachine. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.		
CHAMBLY CANAL.		
Sec. 79. Vessels and property passing from Sorel to Chambly, to pay.		Rate.
Vessels and property passing from Chambly to St. John's, to pay.		

OTTAWA CANALS.

Sec. 80. The navigation is divided into three sections, viz. : Grenville, Carillon and St. Ann's. Tolls are to be levied on all vessels and property in proportion to the number of sections passed through.

RIDEAU CANAL.

Sec. 81. The navigation of this canal is divided into three sections, viz. : Ottawa, Smith's Falls and Kingston Mills. Vessels and freight passing one section are to be charged one-third ; two sections, two-thirds.

GENERAL.

Sec. 82. (a.) Any fraction of a ton freight is to be charged one ton, and portions of sections are to be charged as a whole section on all the above canals.

(b.) The passing of sawlogs or other lumber through any of the canals, or sections thereof, shall be at all times governed by the regulations for their management.

SPECIAL REGULATIONS RELATING TO TOLLS ON SOME OF THE CANALS.

Sec. 83. Coal may pass up all canals, except the Welland Canal, free of toll. O. C., June 7, 1869.

Sec. 84. Logs, lumber or other produce may pass free of toll down the Chippawa Creek, between the Aqueduct and Port Robinson. O. C., May 18, 1863.

NOTE.

O. C. 27th June, 1890.

That the following words be added to Section 84 :—

(1.) "Save in cases for which special permission may be given, the Grenville Canal is closed to the passage of rafts or any portion of a raft of any kind whatever, as provided by the Order in Council of the 9th July, 1888.

(2.) "Rafts may be passed through the Carillon Canal free of tolls, as provided by the Order in Council of the 9th July, 1888."

Sec. 85. Iron ore, kryolite or chemical ore, may pass through one section, or through all the canal sections aforesaid, for 5 cents per ton.

Sec. 86. (a.) All goods having paid full toll through the whole line of the St. Lawrence Canals, or through the Lachine Canal, St. Ann's Lock, or Ottawa and Rideau Canals, shall be allowed to pass free through the Welland Canal ; and if tolls have been paid at the Chambly Canal such tolls shall be refunded at Montreal or Kingston Mills ; and having paid full tolls through the Welland Canal, they shall be allowed to pass free through the St. Lawrence Canals, or through the Ottawa and Rideau Canals, St. Ann's Locks, the Lachine Canal and the Chambly Canal, provided always :—That the articles to be entitled to the above exemptions shall go downwards through the whole length of the canal to Montreal, or pass upward from Montreal through the whole length of the St. Lawrence Canals, or the Ottawa and Rideau Canal, to Lake Ontario.

(b.) All articles, goods or merchandise, not enumerated above, shall be charged to Class No. 4.

(c.) No let-passes shall be issued to steam tugs or other small vessels for less than 25 cents, as a minimum charge ; but such vessels, not carrying freight or passengers, can obtain, on payment of \$30, a season "Let-Pass," which will pass them up and down the canals as often as desired. O. C., April 18, 1873.

Sec. 87. Goods shipped to any port west of the St. Lawrence Canals, tolls upon which have already been paid for passage through such canals, may be re-shipped from such ports and be passed through the Welland Canal free of tolls, in the same way as if they had been shipped through direct in the first instance ; and goods going eastward, having paid Welland Canal tolls, may be transhipped at any port on Lake Ontario, and thereafter pass free through the St. Lawrence Canals, as if they had been shipped through direct in the first instance. O. C., June 23, 1883.

Sec. 88. During the season of navigation for 1889, the rate of toll for the passage of wheat, Indian corn, pease, barley and rye, when shipped for Montreal or for any port east of Montreal shall be two cents per ton, such toll covering the Welland and the St. Lawrence Canals ; and during the said period if the ordinary full tolls for passage of the said food products through the Welland Canal have been paid the said products shall be exempted from payment of any further toll for passage through any portion of the St. Lawrence Canal system, though not traversing the whole distance to Montreal. O. C., March 18, 1889.

HARBOUR DUES.

Sec. 89. Vessels receiving or discharging freight at the premises of the Welland Railway, at Ports Colborne or Dalhousie, are to be free from harbour dues ; but all other vessels discharging or receiving cargo at Port Dalhousie, Port Colborne or Port Maitland, shall pay on every ton of freight so received or discharged, two cents.

TOLLS AT SHEDS AT LACHINE CANAL BASIN.

Sec. 90. The following tolls shall be levied upon property stored at the sheds at the Lachine Canal Basin :—

		Cents.
Wheat and other grain, per week, per bushel	.....	1
Meal	do per barrel	4
Pork, beef, butter and lard	do	5
Muscovado sugar	do per hhd., 10 cents ; per brl.	5
Liquors	{ do per pipe, 15 cents ; per pun	12
	{ do per hhd., 10 cents ; per qr. cask	7
Iron (bars)	do per ton	24
Iron, pig	do do	12
Salt, except at the St. Gabriel Sheds	do per 100 minots	36
Salt at the St. Gabriel Sheds, Montreal, after the first 48 hours	do per bag	$\frac{1}{2}$
Bales, crates, cases, &c.	do per ton weight or measurement	24
Coals	do per chaldron	12

Sec. 91. (a.) No charge shall be made for property stored in the sheds of the Lachine Canal basin for the first forty-eight hours, after which period, except in the case of flour, the foregoing rate of storage for the use of the sheds are to be raised, levied and collected.

(b.) Articles unenumerated are to be charged according to the above rates as nearly as the same can be computed.

(c.) All property stored in the sheds remaining after the first forty-eight hours will be liable to one week's storage, although it should only have been stored for a portion of the same, and so on for each succeeding week.

(d.) The labour of receiving property into the sheds and delivering the same shall be at the expense of and be furnished by the owners of the property or their agents.

(e.) All property stored in these sheds shall be at the risk of the proprietor from damage by fire or otherwise.

(f.) All dues for storage shall be paid before the removal of the property. O. C., Aug. 21, 1846, Oct. 28, 1846.

Flour.

Sec. 92. (a.) Flour shall be allowed to remain in the sheds for two whole days free of charge.

(b.) If kept there beyond two days or 48 hours, such flour shall be liable to a charge of one cent per day per barrel for the first four days after the expiration of the 48 hours of exemption.

(c.) Should the flour be kept in the sheds beyond four days at one cent per day per barrel, it shall be liable to pay two cents per day per barrel for every day subsequent to the expiration of such four days.

(d.) Any part of a day shall be considered as one day. O. C., May 31, 1856.

TOLLS ON VESSELS TRADING TO LOWER PORTS AND ENTERING THE LACHINE CANAL AT MONTREAL HARBOUR.

Sec. 93. The following rates of tolls shall be levied upon vessels trading to lower ports, and entering the Lachine Canal from the Harbour of Montreal, and on certain goods herein mentioned ; said vessels to be allowed forty-eight hours for discharge of cargo before the following be incurred ; and said discharge to be made below the St. Gabriel Lock.

	Mills.
Steamboats measuring 50 tons or upwards, per ton register, per day of twenty-four hours	8
All other vessels measuring 50 tons or upwards, per ton register, per day of 24 hours	4
	Cents.
Steamboats measuring under 50 tons register, each day of 24 hours	40
All other vessels measuring from 25 to 50 tons register, per day of 24 hours	20
All vessels measuring less than 25 tons register, per day of 24 hours	10
Coal, per chaldron	10
Salt, per 100 minots	15
Iron of all kinds, per ton weight	15
Merchandise as in Class No. 6 of the tariff of tolls on Dominion canals	10

Provided always that the above tolls be levied only on goods for consumption in Montreal, and on vessels trading with that port. O. C., June 8, 1860.

CHARGES FOR WHARFAGE ON FIREWOOD ON WHARVES AND BANKS OF LACHINE CANAL.

Sec. 94. The following rates of tolls shall be collected as herein mentioned, that is to say :—

(a.) Firewood landed on wharves or banks of the Lachine Canal, or in boats, barges or other crafts occupying any of the basins between Wellington Street bridge and Lock No. 3, four cents per cord, and for every day the wood is allowed to remain in either the canal or basin, or on the wharves or banks, after the first five days, an additional charge of four cents per cord. O. C., Aug. 7, 1860.

(b.) The clause next preceding shall not only apply to the rates of toll to be collected on firewood on wharves at Lachine and the Lachine Canal and basin, but are also extended and made applicable to the banks and grounds at Côte St. Paul and at Lachine. O. C., Jan 27, 1862.

CANAL BASINS IN MONTREAL PART OF MONTREAL HARBOUR.

Sec. 95. Whereas under existing regulations for the collection of canal tolls, Eastern bound vessels having paid the charges one way in full through the Welland Canal are chargeable one section canal toll if re-entering the Lachine Canal;

And whereas vessels loaded with grain destined for the Montreal harbour frequently unload only part of their cargoes on board sea-going vessels in that harbour, and re-enter the Lachine Canal for the purpose of unloading the balance of their cargoes either in elevators or mills located along the canal basins;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal harbour, in so far only as regards the collection of tolls on the class of vessels above referred to, which re-enter that portion of the canal for the purpose of unloading the balance of their cargoes, but that the same shall not apply any further, as in the event of vessels returning to the harbour to take cargo, in which case the usual toll shall be charged against them on passing out of the canal a second time into the harbour. O.C. Aug. 8, 1878.

PHOSPHATES.

Sec. 96. Whereas vessels laden with grain for delivery in Montreal harbour frequently carry also deck loads of phosphates, and being compelled to proceed at once to the harbour for the discharge of the grain, they pay tolls through to that point, subsequently re-entering the Lachine Canal for the storage of the phosphates, and in accordance with the existing regulations, paying canal dues a second time for such re-entry;

It is ordered that the Lachine Canal basins, within the Montreal city limits, be considered as part of the Montreal harbour, for the purposes of the unloading of phosphates carried by vessels in addition to their grain cargoes as described in this section; it being, however, provided that in the event of their returning to the harbour to take cargo, the usual tolls shall be charged against such vessels on their passing out of the canal a second time. O. C. July 12, 1881.

CHARGES ON VESSELS WINTERING IN LACHINE CANAL.

Sec. 97. The following rates per ton shall be charged for wintering vessels in the Lachine Canal, viz.:-

For each boat, barge, scow or other vessel of ten tons measurement or under, seventy cents per vessel for the entire winter; and every ten tons above the first ten, an additional rate of eight cents. O. C. Aug. 22, 1879.

DUES ON VESSELS IN THE NEW BASIN, LACHINE CANAL.

Sec. 98. The Montreal Harbour Commissioners shall be allowed to retain the right of levying dues in respect of the old lower basin of the Lachine Canal, but the Government shall retain full control of the new works and basins of said canal and of the revenue that may be derived from their use, and the rates shall be levied by the Government on vessels loading or unloading in the new basins equal and similar to those levied by the Commissioners in respect to the old basin. O. C. Jan. 26, 1883.

DUES IN THE HARBOUR OF MONTREAL UNDER ACTS 40 VIC., CHAP. 53, AND 42 VIC., CHAP. 28.

Sec. 99.—*Tonnage Dues.*

On steamboats, for each day of twenty-four hours, or part of a day they remain in the harbour, reckoned from the hour of their arrival to that of their departure.....	Per ton register. 1 cent.
On all other vessels, per day, as aforesaid	$\frac{1}{2}$ do

Sec. 100.—*Wharfage Dues.*

All goods, wares and merchandise, not elsewhere specified	Per ton. 25 cents.
Hay, straw, pig and scrap iron, pot and pearl ashes	20 do
Apples, crates and their contents, flour and meal, fish, meats, pitch, potatoes, tar, horses, neat cattle, sheep, swine	15 do
Ballast, clay, fire-bricks, gypsum, lime, marble, phosphates, sand, salt....	10 do
Coal and coke, grain and seeds of all kinds	7 $\frac{1}{2}$ do
Special.—Bricks, 10 cents per 1,000; cordwood, 5 cents per cord; lumber, 10 cents per 1,000 feet, board measure.	
Bullion specie	Free.

Note.

Sec. 101 (a). On all goods, wares and merchandise whatsoever, the quantity of which, by weight, measurement or other mode of estimate provided for in the tariff of the next preceding section can not be conveniently ascertained, it shall be lawful for the Harbour Commissioners to levy a rate of $\frac{1}{4}$ of 1 per cent on the value thereof.

(b). Each entry shall pay not less than 5 cents.

(c). All property landed on the wharves for re-shipment shall only pay one wharfage.

(d). The ton mentioned in the tariff of wharfage dues shall be 2,000 lbs. weight or 40 cubic feet measurement, according to the bill of lading.

Sec. 102.—Standard for Estimating Weights.

Ashes, pot or pearl.....	3 brls. to 1 ton.
Apples, flour, meal, potatoes.....	9 do 1 do
Fish, meat, pitch, tar.....	7 do 1 do
Horses.....	2 to 1 ton.
Neat cattle.....	3 to 1 do
Sheep.....	15 to 1 do
Swine.....	10 to 1 do

O. C. April 1st, 1881.

TOLLS ON FLOATED TIMBER, &c., ENTERING THE BASIN AT LACHINE.

Sec. 103. The following rates of tolls shall be collected on floated timber, lumber and firewood entering the basin at Lachine and Lachine Canal :—

Kinds of Timber.	For receiving Timber, &c., to include use of basin and wharf for one month.	For each succeeding month during season of navigation.	For Wintering, in basin or on wharf.
	Cents.	Cents.	Cents.
Timber, square or round, of all kinds, above 12×12, per M cubic feet.....	25	20	35
Timber, round or flatted, of all kinds, under 12×12, per M lineal feet.....	20	15	30
Planks and boards, to include all kinds of sawed lumber, in rafts, per M feet, board measure.....	3	2	3
Saw-logs, 12 feet long, if longer in same proportion per log.....	1	$\frac{1}{2}$	2
Floats, per 100.....	10	5	10
Traverses, per 100.....	10	5	10
Fence posts and rails, per M.....	10	5	10
Staves, Barrel, per M.....	8	4	8
do Pipe do.....	8	4	8
do West India, per M.....	8	4	8
Firewood on bank of canal between Lock No. 3 and Lock No. 5, and also on wharves in canal basin at Lachine.....	3	3	3

NOTE.

O. C. 27th June, 1890.

3. That the following words be added to Section 103 :—"The monthly charge of 3 cents per cord on firewood is cancelled, as provided by Order in Council of the 4th February, 1880."

Note.

Sec. 104 (a). No allowance shall be made for fractional parts of a month or winter season.

(b). The firewood shall be corded across the bank while being delivered from the boat in such manner and at such points as the superintendent may direct.

(c). The rates on timber to take effect upon the completion of the booms in Lachine Canal. O. C. June 8, 1860.

CHARGES FOR WINTERING VESSELS IN RIDEAU CANAL.

Sec. 105. The winterage dues for vessels wintering in the canal basin at Ottawa, or other points along the line of the Rideau Canal, shall be as follows :—

In Canal Basin, Ottawa, Steamers, per season.....	\$ 8 00
do do Barges, do.....	4 00
Inside Locks do Steamers do.....	50 00
do other stations do do.....	15 00

If the Minister of Railways and Canals deems it advisable, he is authorized to take security from parties wintering their vessels in locks against damage to Government property by fire. O. C. March 19, 1887.

CHARGES FOR REPAIRING VESSELS ON THE BANKS OF CANALS.

Sec. 106 (a). Persons using the banks of the Lachine Canal as a site for the repair of their vessels shall be subject to a charge of four dollars, payable in advance, for each vessel; the period during which such site may be occupied under any one payment being limited to six months, and permission for repairing being first obtained from the proper officer, in conformity with the existing Canal Regulations.

(b). In the event of failure to remove vessels so occupying the banks at the expiration of the period named, no fresh permits having been obtained, such vessels may be sold under the 16th section of the Canal Regulations. O. C. March 5, 1880.

Sec. 107. Rules with respect to the repairing of vessels on the banks of the Lachine Canal, the Beauharnois and the Chambly:—

(a.) Repairs shall only be executed at such points as may be indicated and approved by the superintendent.

(b.) For each vessel hauled up or beached for repairs, a charge of one dollar, over and above all other charges, shall be made, carrying the privilege of remaining one month, a further sum of one dollar being charged for each additional month or fraction of a month the vessel may remain.

(c.) In cases, however, where a vessel hauled up for repairs upon the canal bank remains there throughout the winter, a charge of four dollars only shall be made (in addition to the ordinary winterage dues), the period covered being from the 1st November to the 1st June, inclusive.

(d.) Any vessel remaining on the canal bank after having wintered thereon shall be charged at the rate of one dollar a month or fraction of a month of her subsequent stay.

(e.) Any vessel remaining more than one year on the bank of the canal shall for such time as she may remain in excess of that period pay at the rate of two dollars a month or fraction of a month throughout the whole year.

(f.) All charges shall be payable at the collector's office in advance on the first day of each month.

(g.) These rules shall be understood as applying to all cases where the canal bank is used in a manner for the repairs of vessels, whether such vessels are actually hauled up or not. O. C. August 6, 1881.

ST. PETER'S CANAL.

Sec. 109. On each and every vessel passing through the said canal, two cents per ton on vessel and one cent per ton on the freight, each way. O. C. June 23, 1883.

ORDER IN COUNCIL.

12th December, 1889.

On a memorandum dated 10th of December, 1889, from the Minister of Railways and Canals, representing that in certain instances it has been the practice to tie up vessels for the winter alongside of canal piers, but not inside the gates, and that consequently such vessels thereby, to some extent advantaged, do not receive there the protection from the rise and fall of water which they would obtain inside, that nevertheless they have been charged winterage dues.

The Minister recommends that henceforward, including the winter now current, but not otherwise retroactive, no charges be made for vessels so wintering outside the locks of any Government Canal.

The Committee submit the above recommendation for your Excellency's approval.

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, 26th day of February, 1890.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS it is considered expedient that the special rate of toll, for passage through the Welland and St. Lawrence Canals of certain easterly bound food products, in force during the last season of navigation, should be continued during the forthcoming season.

His Excellency the Governor General, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intitled "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the special rate of toll of two (2) cents per ton, in force last year for the passage through the Welland Canal and the St. Lawrence Canals of certain cereals, wheat, Indian corn, pease, barley and rye, when shipped for Montreal, or for any port east of Montreal, be continued during the forthcoming season of navigation and no longer, such toll covering the Welland and the St. Lawrence Canals.

His Excellency has been further pleased to order, by and with the advice of the Queen's Privy Council for Canada, the continuance for the same period only, of the arrangement under which the said food products, if they had paid the ordinary full tolls for passage through the Welland Canal, shall be entitled to exemption from payment of any further toll for passage through any portion of the St. Lawrence Canal system, even if not traversing the whole distance to Montreal.

O. C. 5th May, 1890.

His Excellency, in pursuance of the powers vested in him by Chapter 37 of the Revised Statutes, intitled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order, that oats, when shipped for export, shall be, and the same are hereby added to the list of cereals specified in the Order in Council of the 26th February, 1890, authorizing the continuance during the season of 1890 of the special rate of tolls of two (2) cents per ton, for the passage of such cereals through the Welland Canal and St. Lawrence Canals, when shipped for Montreal, or for any other port east of Montreal.

In carrying out the provisions of the above Order in Council the Collector of Canal Tolls, on the Welland Canal, will continue to charge the full rate of tolls, and the reduction will be paid by the Department as a refund upon evidence being furnished by the shippers that the conditions required by the Order in Council have been complied with.

O. C. 11th April, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes of Canada, intitled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that for the forthcoming season of navigation only, the tolls for the passage of soft coal eastwards through the Welland Canal, shall be and the same are hereby reduced from 20 cents to 10 cents per ton.

O. C. 16th May, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the rules and regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th day of October, 1889 (Consolidated Orders in Council of 1889), together with any amendments thereof or additions thereto, shall be, and the same are hereby made applicable to the Murray Canal, with the exception of such sections or provisions as relate especially and only to other works named therein.

O. C. 20th May, 1890.

His Excellency, in pursuance of the provisions of Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the rates of toll to be imposed and collected on the Murray Canal, now open for regular traffic, shall be and the same are hereby fixed at the rate of one-eighth of those charged for passage through the St. Lawrence Canals.

O. C. 22nd May, 1890.

His Excellency, in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 1st day of June, 1888, whereby steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, were charged for that season only one-half of the usual passenger tolls for passage through the Lachine Canal and Ste. Anne's Lock, shall be, and the same are hereby continued in force for the present season of 1890 only.

O. C. 30th June, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 22nd May, 1890, under which steamers specially chartered for the conveyance of excursion parties going and returning in the same boat the same day, are charged one-half the usual rates of passenger tolls through the Lachine Canal, and Ste. Anne's Lock for the current season, shall be, and they are hereby extended to the Welland Canal for the season of 1890 only, namely, on excursion parties leaving Toronto or Hamilton for St. Catharines, and returning the same day.

ORDER IN COUNCIL.

27th September, 1890.

On a memorandum dated 25th September, 1890, from the Minister of Railways and Canals representing that under date the 20th August, 1890, an Order in Council was passed prohibiting the use of horses for towing purposes between the lower entrance of the Cornwall Canal and Lock No. 20, during the progress of the works of Canal enlargement.

The Minister recommends, as this prohibition has entailed the use of tugs and consequently expense to the parties concerned and upon the advice of the deputy head of the Department of Railways and Canals, that all tugs, used solely for the purpose of towing on the section in question, be permitted to pass free of toll, up and down the Canal between the lower entrance of the Canal and Lock No. 20 until the completion of the enlargement works on that section.

The Committee submit the above recommendation for your Excellency's approval.

ORDER IN COUNCIL.

27th day of September, 1890.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled: "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to declare the now completed Tay Canal to be a part of the Rideau Canal, and that the rules and regulations for the management, maintenance, proper use and protection of the Canals of the Dominion of Canada, made and established by the Order in Council of the 26th of October, 1889 (Consolidated Orders in Council of 1889, chapter 115), together with any amendments thereof or additions thereto, shall be applicable to the said Tay Canal, and the same are hereby made applicable to the Tay Canal accordingly, with the exception of such sections or provisions as relate specially and only to works other than the Rideau Canal named therein.

And His Excellency is further pleased, under the authority of the above cited Act, and by and with the advice of the Queen's Privy Council for Canada, to impose and authorize the collection of the following rates of toll upon the said Tay Branch of the Rideau Canal system, now open for regular traffic, namely :—

- From Perth to Smith's Falls, 1 section, or $\frac{1}{3}$ of Rideau Canal rates.
- From Perth to Kingston, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
- From Perth to Ottawa Basin, 2 sections, or $\frac{2}{3}$ Rideau Canal rates.
- From Perth to River Ottawa, 3 sections, or full Rideau Canal rates.
- A portion of a section to be charged as a whole section.

O. C. 31st October, 1890.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to impose and authorize the collection of the following tolls and dues for the use of the dry dock at Bobcaygeon, and of any of the Locks on the Trent Valley Canal, during the winter or other shorter period.

For Vessels.	Wintering.	Per day.	Per week.
	\$	\$	\$
Over 15 tons.....	30	4	12
15 tons and under	20	3	10

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, the 25th day of March, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, having had under consideration the Tariff of Tolls on the Canals of the Dominion, and the several Orders in Council under which a special rate has, from time to time, been established temporarily on certain food products passing through the Welland Canal and through the St. Lawrence Canals for shipment at Montreal and ports east of Montreal, is pleased to order in virtue of the powers vested in him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, that the following amendments shall be and the same are hereby made to the Tariff of Tolls in force on the said Canals, viz. :—

A refund shall be made on the tolls collected on wheat, Indian corn, pease, barley, rye, and (if for export) oats, which may be carried through the Welland Canal and the St. Lawrence Canals to Montreal, or any port east of Montreal.

The refund shall be such as to reduce the tolls to two cents per ton of the said products or any of them, and the conditions of such refund shall be the following :—

1. The products aforesaid, on which the refund may be claimed, shall be shown to have been originally shipped from Montreal or some port east of Montreal before entering the Welland Canal, and

2. Shall be shown to have been actually carried to Montreal or some port east of Montreal.

3. Transhipment, if at a Canadian intermediate port, shall not prevent the refund aforesaid being made.

This Order in Council shall remain in force only for the present year, 1891.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, under the authority conferred upon him by Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Order in Council of the 25th day of March, 1891, authorizing the reduction of toll to two cents (2 cts.) per ton for the passage through the Welland and St. Lawrence Canals of certain agricultural products therein named, shall be understood to apply to any portions of such cargoes lightered at Port Colborne and re-shipped at Port Dalhousie, and also that the provisions of the said Order be made applicable to the therein named products when shipped from Canadian Lake Ontario ports.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

The Right Honourable

The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

WEDNESDAY, the 29th day of April, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the provisions of the Orders in Council dated respectively the 22nd day of May, 1890, and the 30th day of June, 1890, under which, in the case of steamers specially chartered for the conveyance of excursion parties going and returning in the same boat on the same day, one-half only of the usual rates of passenger tolls were charged for passage through the Lachine Canal and the Ste. Anne Lock, and for passage through the Welland Canal, in the case of excursion parties leaving Toronto or Hamilton for St. Catharines, be continued in force for the forthcoming season of navigation only, adding to the said provisions, however, for the forthcoming season, that this conditionally reduced rate shall apply to excursion parties leaving St. Catharines for Toronto or Hamilton.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

CERTIFIED Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 18th May, 1891.

The Committee, on the recommendation of the Minister of Railways and Canals, advise with reference to the Orders in Council dated respectively the 25th of March and the 29th of April last, authorizing the reduction of canal tolls on certain food products, the provisions of which Orders are carried out by way of refund of the excess tolls paid, that such refunds be made at the close of the present season, on or about the 1st day of December, and not during the season as heretofore.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

AT THE GOVERNMENT HOUSE, AT OTTAWA.

MONDAY, the 18th day of May, 1891.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the powers vested in him by Section 13 of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that all Government dredges and scows shall be permitted to pass through the canals free of tolls, but that such dredges and scows shall not be so passed as to interfere with the passage of other vessels of any kind whatever.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

The Right Honourable
The Minister of Railways and Canals.

O. C. 18th May, 1891.

Whereas, in consequence of the operations of the contractors for the enlargement of the Cornwall Canal, access to the river wharf opposite the town of Cornwall is temporarily prevented for the steamers of the Richelieu and Ontario Navigation Company, such steamers being obliged in place of stopping at such wharf to pass through the two locks at the lower entrance of the canal to another wharf in the town ;

His Excellency, under the authority conferred upon him by Section 13 of Chapter 37 of the Revised Statutes, intituled : "An Act respecting the Department of Railways and Canals," and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that during the current season the steamers of the said Richelieu and Ontario Navigation Company shall be allowed passage free of toll through the said two locks at the lower entrance of the Cornwall Canal.

(Signed)

JOHN J. McGEE,

Clerk, Privy Council.

HYDRAULIC AND OTHER RENTS.

APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued Year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
280 95	187 30	468 25	1	Welland Canal....	Wood & Green	R. Laurie.....
1,080 00	240 00	1,320 00	2	do	S. Neelan.....	R. & J. Laurie.....
90 00	20 00	110 00	3	do	do	do
.....	176 00	176 00	4	do	do	A. Muir.....
1,050 00	.....	1,050 00	5	do	Andrews & Son.....	Donaldson, Andrews & Ross
1,270 50	.....	1,270 50	6	do .....	.....	do
200 00	100 00	300 00	7	do .....	.....	Wm. Hutchison.....
910 00	260 00	1,170 00	8	do	Tuttle, Date & Rodden..	J. L. Ranney.
375 00	150 00	525 00	9	do	S. Neelan.....	C. Phelps.....
100 00	40 00	140 00	10	do	Norris & Neelan	do
167 66	167 66	335 32	11	do	Whitman & Barnes Manufacturing Co.....	R. Collier.....
280 00	140 00	420 00	12	do	J. B. Smith.....	Thos. Towers.....
250 00	500 00	750 00	13	do .....	.....	St. Catharines Water Power Co.....
.....	20 00	20 00	14	do .....	.....	St. Catharines and Welland Gas-light Co.....
750 00	75 00	825 00	15	do .....	.....	J. C. & J. Gillespie.....
35 00	.....	35 00	16	do .....	.....	St. Catharines Street Ry. Co.....
100 50	.....	100 50	17	do .....	.....	John F. Rees.....
.....	75 00	75 00	18	do .....	.....	Whitman & Barnes Manufacturing Co.
10 00	10 00	20 00	19	do .....	.....	H. Jarvis.....
540 00	216 00	756 00	20	do	McLeary & McLean.....	Wm. Beatty.....
240 00	240 00	480 00	21	do	Lybster Cotton Co	Gordon & McKay.....
120 00	240 00	360 00	22	do .....	.....	John Riordon.....
100 00	200 00	300 00	23	do .....	.....	do
200 00	400 00	600 00	24	do	Merritton Cotton Co.....	King & Dolan
400 00	400 00	800 00	25	do .....	.....	Corporation of Village of Merritton.....
150 00	60 00	210 00	26	do .....	.....	James Wilson.....
100 00	50 00	150 00	27	do .....	.....	Lybster Cotton Mills....
31 80	63 60	95 40	28	do	Thorold Woollen and Cotton Co	Wm. Beatty.....
50 00	50 00	100 00	29	do	John McDonagh.....	W. H. Ward.....
580 00	146 00	726 00	30	do	do	do
2 00	1 00	3 00	31	do .....	.....	St. Catharines & Niagara Central Ry. Co.....
50 00	.....	50 00	32	do .....	.....	John Battle.....
160 00	80 00	240 00	33	do .....	.....	do
111 00	222 00	333 00	34	do	Howland, Jones & Co....	P. Howland.....
65 00	130 00	195 00	35	do	James Norris.....	Brown & Ross.....
40 00	80 00	120 00	36	do	Arch. Dobbie.....	Welland Canal Loan Co.
55 00	110 00	165 00	37	do	C. J. Jones.....	McPherson & Wier.....
.....	5 00	5 00	38	do .....	.....	Corporation of Thorold..
60 00	120 00	180 00	39	do	J. Davey, jun.....	John Battle.....
.....	183 50	183 50	40	do .....	.....	.....
5,007 46	.....	5,007 46	41	do .....	.....	Wright & Duncan.....
60 00	20 00	80 00	42	do .....	.....	P. H. Musson.....
940 00	.....	940 00	43	do	J. & J. Abbey.....	McFarland & Lemon....
86 00	86 00	172 00	44	do .....	.....	John Hill
710 00	.....	710 00	45	do	S. Neelon.....	Pt. Robinson Dry Dock Co

A.—Continued.

Lessees Accounts, 1890-91.

Cr.

Description of Property.	Number.	Date to which the Account is made up.	Abatement Authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
			£ cts.	£ cts.	£ cts.	£ cts.
Grist mill, waste weir No. 1, Port Dalhousie.....	1	June 30, '91		93 65	374 60	468 25
Mill lot do do	2	do 30, '91			1,320 00	1,320 00
Lot near do do	3	do 30, '91			110 00	110 00
Docks near do do	4	do 30, '91		88 00	88 00	176 00
Dry dock, part of lock No. 1 do	5	Jan. 1, '82			1,050 00	1,050 00
Saw mill, waste wier No. 1 do	6	do 1, '82			1,270 50	1,270 50
Wharf lot, east end east pier do	7	June 30, '91			300 00	300 00
Union mill, near lock No. 2, St. Catharines.....	8	do 30, '91			1,170 00	1,170 00
Merchants red mill do	9	do 30, '91		456 00	75 00	525 00
Wharf at lock No. 4 do	10	do 30, '91			140 00	140 00
Saw mill at lock No. 5 do	11	do 30, '91		167 66	167 66	335 32
Grist mill at new lock No. 10 do	12	do 30, '91			420 00	420 00
Water power, from locks 3 to 11 do	13	do 30, '91		500 00	250 00	750 00
Wharf lot at lock No. 4 do	14	Jan. 1, '92		20 00		20 00
Lot near lock No. 5 do	15	Oct. 1, '91			825 00	825 00
Privilege of placing bridge over water way, St. Catharines.....	16	do 1, '86			35 00	35 00
16½ acres of lot 11, con. 7, of ground for pasture, St. Catharines	17	Mar. 1, '85			100 50	100 50
Old lock-house at lock No. 6, St. Catharines.....	18	Oct. 1, '91		75 00		75 00
Part of lot 16, con. 4, ground for sail loft, St. Catharines	19	July 1, '92		10 00	10 00	20 00
Saw mill at lock No. 20, Merrittton.....	20	June 30, '91			756 00	756 00
Cotton factory at lots 12, 13 and 14 do	21	do 30, '91			480 00	480 00
Water lots at lots 16, 18, 19 and 21 do	22	do 30, '91		240 00	120 00	360 00
Paper factory, lot 17 do	23	do 30, '91		200 00	100 00	300 00
Water supply to cotton mills do	24	do 30, '91		400 00	200 00	600 00
Lot between lock No. 25 and guard-gates do	25	do 30, '91			800 00	800 00
Water supply at Merrittton do	26	do 30, '91		120 00	90 00	210 00
Part of lots 11 and 12, con. 10 do	27	Feb. 1, '92			150 00	150 00
Tannery at lock No. 22, Thorold.....	28	June 30, '91		63 60	31 80	95 40
Factory do 23 do	29	do 30, '91			100 00	100 00
Saw mill at lock 23, Thorold	30	June 30, '92			726 00	726 00
Tracks through the towns of Thorold and Merriton	31	Oct. 1, '91			3 00	3 00
Wharf and right of way over raceway at lock No. 25, Thorold.	32		50 00			50 00
Plaster mills at lock No. 25, Thorold.....	33	June 30, '91			240 00	240 00
Grist mills do 25 do	34	do 30, '91		111 00	222 00	333 00
Merchants mill do 23 do	35	do 30, '91		130 00	65 00	195 00
Machine shop do 22 do	36	do 30, '91			120 00	120 00
do do 23 do	37	do 30, '91			165 00	165 00
Part of lot No. 17, near lock No. 24, Thorold.....	38	Oct. 1, '91			5 00	5 00
Water lot, Thorold.....	39	June 30, '91			180 00	180 00
Lock house, Merrittton.....	40	do 30, '91		183 50		183 50
Grist mill, Allanburg.....	41	Jan. 1, '82			5,007 46	5,007 46
Storehouse do	42	April 1, '91			80 00	80 00
Saw mill, Port Robinson	43	Feb. —, '76			940 00	940 00
Grist mill do	44	June 30, '91		43 00	129 00	172 00
Water to float vessels, Port Robinson.....	45	do 30, '91			710 00	710 00

APPENDIX

DR.

No. 26.--HYDRAULIC and other Rents, &c.--

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1890.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
£ cts.	£ cts.	£ cts.				
141 15		141 15	46	Welland Canal	Henderson Bros.	Eli Mead.
151 30		151 30	47	do	do	A. Sherwood.
300 00		300 00	48	do	do	Henderson Bros.
40 00		40 00	49	do		F. O. White.
	1 00	1 00	50	do		Grand Trunk Railway.
	1 00	1 00	51	do		Corporation of County of Welland
90 00	45 00	135 00	52	do		Phelp Bros.
80 60	20 00	100 00	53	do		James Bridges.
4 00	1 00	5 00	54	do		H. A. Rose.
	120 00	120 00	55	do		C. J. Page & Co.
	120 00	120 00	56	do		Corporation of Town of Welland
	5 00	5 00	57	do		Coleb Swayze.
12 50	25 00	37 50	58	do	L. G. Carter	A. K. Schofield.
	20 00	20 00	59	do		Welland Railway Co.
12 50	25 00	37 50	60	do	J. & F. Conlin.	John Gordon.
	1 00	1 00	61	do		Corporation of Port Colborne
	24 00	24 00	62	do		L. McGlashan.
719 86	160 00	879 86	63	do	Edward Lee	John Graybiel.
50 00	10 00	60 00	64	do		Alex. Lattimore.
986 97	143 00	1,129 97	65	do	A. McDonald.	Wm. Melanby.
570 00	180 00	750 00	66	do	R. Chambers.	H. & N. Davis.
613 94	130 00	743 94	67	do	S. & J. Haney	S. Darling.
315 61	80 00	395 61	68	do	S. Walthe & Co.	L. J. Weatherly.
809 72	113 00	922 72	69	do	S. & J. Haney	Brown & Merritt.
230 00	153 34	383 34	70	do	Wm. Schofield.	L. Brocklebank.
1,051 50	208 00	1,259 50	71	do	M. A. Smith.	Chisholm & Miner.
70 00		70 00	72	do		John Taylor.
60 00		60 00	73	do		Geo. Wallace.
230 00	115 00	345 00	74	do		Rolston & Haskins.
	360 00	360 00	75	do	Moody & Son.	R. F. Lattimore.
23,346 92	7,324 40	30,671 32	..			
	246 00	246 00	1	Williamsburg Canal		Wm. Gibson.
4,800 00	160 00	4,960 00	2	do	Edwardsburg Starch Factory	Benson & Aspden.
1,492 62	210 00	1,702 62	3	do	P. O'Keef.	P. Carmen.
45 00	5 00	50 00	4	do		J. C. Irvine.
	12 00	12 00	5	do		W. T. Benson.
	5 00	5 00	6	do	E. E. Gilbert.	Wm. Clegg.
	5 00	5 00	7	do		John Reid.
70 00	140 00	210 00	8	do		M. F. Beach.
70 00	140 00	210 00	9	do	Cameron & McInnis.	J. Molson, jun.
80 00	20 00	100 00	10	do		W. M. Doran.
24 00	24 00	48 00	11	do		J. H. Ross.
35 00	70 00	105 00	12	do		Municipality of Iroquois
	1 00	1 00	13	do		School Trustees
10 00	10 00	20 00	14	do		Sydney Shaver.
	70 00	70 00	15	do		Corporation of the Village of Morrisburg
6,626 62	1,118 00	7,744 62	..			

A.—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Wharf lot, Welland.....	46	Dec. 31, '66			141 15	141 15
do	47	do 31, '66			151 30	151 30
do	48	June 30, '78			300 00	300 00
Lot for pasture, Welland.....	49	April 1, '84			40 00	40 00
Water supply, through a 10 inch pipe, Welland.....	50	Dec. 1, '92			1 00	1 00
do to court house do	51	June 30, '91			1 00	1 00
Surplus water, in winter only, near aqueduct, Welland	52	Jan. 1, '92		45 00	90 00	135 00
Lot on west main street, Welland.....	53	Aug. 1, '90			100 00	100 00
Lot for building purposes do	54	Mar. 1, '91			5 00	5 00
Water power for town of do	55	Oct. 1, '91		120 00		120 00
do for pump house, &c., Welland.....	56	Jan. 1, '92		80 00	40 00	120 00
Building lot, Welland.....	57	July 1, '92		5 00		5 00
Wharf lot, Port Colborne.....	58	June 30, '91			37 50	37 50
Lot for elevator, Port Colborne.....	59	Jan. 1, '91		20 00		20 00
Lot for wood and coal yard, Port Colborne.....	60	June 30, '91		37 50		37 50
Roadway across canal lands to G. T. R. crossing, Port Colborne.....	61	Nov. 1, '92		1 00		1 00
Lots for factory at village of Petersburg.....	62	Mar. 1, '92		24 00		24 00
Grist mill, Marshville.....	63	June 30, '91		497 67	382 19	879 86
Part of lots 18 and 19, con. 4, Wainfleet, Marshville.....	64	July 1, '92			60 00	60 00
Saw mill, Broad Creek	65	June 30, '91			1,129 97	1,129 97
Grist and saw mill, Dunnville.....	66	do 30, '91			750 00	750 00
Grist mill do	67	do 30, '91			743 94	743 94
Carding mill do	68	do 30, '91			395 61	395 61
Plaster mill do	69	do 30, '91			922 72	922 72
Grist mill do	70	do 30, '91			383 34	383 34
Saw mill do	71	do 30, '91			1,259 50	1,259 50
Wharf lot do	72	Jan. 1, '82			70 00	70 00
Lot for tannery do	73	Mar. 1, '84			60 00	60 00
Water power for electric light, Dunnville	74	Jan. 1, '92			345 00	345 00
Water lot, Dunnville	75	do 1, '91			360 00	360 00
			50 00	3,725 58	26,895 74	30,671 32
Grist mill, Mill street, Cardinal.....	1	June 30, '91		123 00	123 00	246 00
Starch factory, Edwardsburg.....	2	do 30, '91			4,960 00	4,960 00
Tannery do	3	do 30, '91			1,702 62	1,702 62
Part of lot 6, con. 1 do	4	July 1, '90			50 00	50 00
Pasture grounds, Galops Canal.....	5	Mar. 1, '92		12 00		12 00
do do	6	Aug. 1, '92		5 00		5 00
Lot near do	7	do 1, '92		5 00		5 00
Grist mill at Matilda Lock.....	8	June 30, '91		140 00	70 00	210 00
do do	9	do 30, '91		140 00	70 00	210 00
Wharf lot, No. 2, Point Iroquois.....	10	Aug. 30, '91			100 00	100 00
do 1 do	11	Dec. 1, '91			48 00	48 00
Water lot and surplus water for pumping engine..	12	June 30, '91		70 00	35 00	105 00
Lot for school purposes, No. 4, Matilda.....	13	May 1, '92			1 00	1 00
Part of lot No. 32, con. 1, Matilda.....	14	do 1, '92		10 00	10 00	20 00
Water lot and water power to drive pumping machine	15	Jan. 1, '92		70 00		70 00
				575 00	7,169 62	7,744 62

APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
120 00	240 00	360 00	1	Cornwall Canal...		Andrew Hodge.....
75 00	150 00	225 00	2	do ..	Permanent Loan Co....	A. F. Gault
.....	135 00	135 00	3	do ..		Geo. Stephen.....
.....	120 00	120 00	4	do ..		Stormont Cotton Co....
.....	25 00	25 00	5	do ..		Flack Bros.
10 00	.....	10 00	6	do ..		Loney & Campbell.....
.....	120 00	120 00	7	do ..		Toronto Paper Co
10 00	5 00	15 00	8	do ..		do
270 00	.....	270 00	9	do ..		W. D. & G. C. Wood...
60 00	20 00	80 00	10	do ..		Henry Harrison.....
247 50	.....	247 50	11	do ..		J. & C. H. Wood.....
792 50	815 00	1,607 50				
60 00	.....	60 00	1	Beauharnois Canal		St. Amour & Co
100 00	.....	100 00	2	do ..	N. Papineau.....	D. P. Pease
60 00	20 00	80 00	3	do ..		J. Demers & Co.....
40 00	20 00	60 00	4	do ..		M. Julien.....
418 50	.....	418 50	5	do ..		A. Buntin.....
500 00	1,000 00	1,500 00	6	do ..		do
20 00	20 00	40 00	7	do ..		do
60 00	120 00	180 00	8	do ..	T. & N. Bolduc	F. X. Poitras.....
120 00	120 00	240 00	9	do ..	J. Wattie	P. Poulin
1,200 00	400 00	1,600 00	10	do ..		Montreal Cotton Co....
20 00	20 00	40 00	11	do ..		do
.....	40 00	40 00	12	do ..		Jas. T. Anderson.....
35 00	35 00	70 00	13	do ..		Lake St. Francis Navigation Co
23 00	23 00	46 00	14	do ..	Valleyfield Canning Co..	R. N. Walsh
69 00	23 00	92 00	15	do ..		Jas. Anderson.....
80 00	20 00	100 00	16	do ..	E. Dion	C. E. Wilson.....
120 00	40 00	160 00	17	do ..		O. Trempe
60 00	20 00	80 00	18	do ..	Jas. T. Anderson.....	J. Cardinal
.....	10 00	10 00	19	do ..		O. Longtin.....
20 00	20 00	40 00	20	do ..		O. P. Dennie.....
.....	15 00	15 00	21	do ..		Estate A. Hodge
.....	14 00	14 00	22	do ..		Alex. Cockburn.....
40 00	40 00	80 00	23	do ..		Robt. Steele.....
.....	30 00	30 00	24	do ..		Louis Leduc.....
20 00	20 00	40 00	25	do ..		E. French.....
32 00	8 00	40 00	26	do ..		S. A. Brodeur.....
.....	40 00	40 00	27	do ..		J. H. Wilson.....
45 00	15 00	60 00	28	do ..		Col. McPhee.....
20 00	10 00	30 00	29	do ..	F. X. Barbeau.....	J. Larocque.....
60 00	20 00	80 00	30	do ..		Jas. Wattie
.....	20 00	20 00	31	do ..	Estate Jas. McDonald...	Jas. McDonald.....
15 00	15 00	30 00	32	do ..		Estate Jas. McDonald ..
105 00	105 00	210 00	33	do ..		Corp. Town of Salisbury.
.....	105 00	105 00	34	do ..		Valleyfield Electric Co..
40 00	20 00	60 00	35	do ..		Lake St. Francis Navigation Co
30 00	10 00	40 00	36	do ..		A. McPhee & Co.....

A—Continued.

Lessees' Accounts, 1890-91—Continued.

Cr.

Description of Property.	Number.	Date at which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Flour and grist mill, lots 3 and 4.....	1	June 30, '91		240 00	120 00	360 00
Hydraulic lot No. 6, south side.....	2	do 30, '91		150 00	75 00	225 00
do No. 7.....	3	Jan. 1, '91		135 00		135 00
do No. 6.....	4	do 1, '91		120 00		120 00
Lot on south side Water street for coal yard.....	5	July 1, '91		25 00		25 00
Tract of land south limit of Water street, Cornwall	6	April 1, '91	10 00			10 00
Surplus water for paper mill at lock No. 18.....	7	Jan. 1, '91		120 00		120 00
Pipe under canal above lock 18.....	8	April 1, '92			15 00	15 00
Hydraulic lots Nos. 1 and 2, north side.....	9	June 30, '78			270 00	270 00
Wharf lot, Moulinette.....	10	May 1, '92			80 00	80 00
do near lock No. 20.....	11	June 30, '81			247 50	247 50
			10 00	790 00	807 50	1,607 50
Wharf lot, St. Cecile Valleyfield, old balance, lease No. 2618.....	1	July 1, '68			60 00	60 00
Wharf lot, St. Timothy, Valleyfield, old balance..	2	Jan. 1, '64			100 00	100 00
do St. Cecile do.....	3	May 1, '91			80 00	80 00
Lot for shed above St. Timothy bridge, Valleyfield	4	June 1, '92			60 00	60 00
Paper mill, lots 1, 2 and 3, Valleyfield, old lease..	5	do 30, '89		418 50		418 50
Lots Nos. 1, 2, 3, 4 and 5, below lower dam, Valleyfield.....	6	Jan. 1, '91		1,500 00		1,500 00
Lot on corner of St. Timothy and lower dam road, Valleyfield.....	7	May 1, '92		20 00	20 00	40 00
Saw mill, lot 1, building lot, Valleyfield.....	8	June 30, '91		120 00	60 00	180 00
Woollen mill, lot 2, building lot, Valleyfield.....	9	do 30, '91		120 00	120 00	240 00
Lots at head of canal do.....	10	do 30, '91		1,200 00	400 00	1,600 00
Cadastral lot 845 for public park do.....	11	Jan. 1, '92		20 00	20 00	40 00
do 846, Grande Isle do.....	12	July 1, '91			40 00	40 00
Wharf and shed above guard lock do.....	13	May 1, '92		35 00	35 00	70 00
Wharf and storehouse do do.....	14	Aug. 30, '92			46 00	46 00
do do do.....	15	June 30, '90			92 00	92 00
do do do.....	16	Nov. 1, '91			100 00	100 00
Part of lot 830 do.....	17	Sept. 1, '91			160 00	160 00
Lot 101 and 116 do.....	18	June 1, '92		20 00	60 00	80 00
Reserve guard lock, Valleyfield.....	19	Dec. 1, '91		10 00		10 00
do do do.....	20	do 1, '91		20 00	20 00	40 00
do do do.....	21	do 1, '91			15 00	15 00
do do do.....	22	do 1, '91		14 00		14 00
Lot above do do.....	23	May 1, '92		40 00	40 00	80 00
Lot for ship yard above guard lock, Valleyfield...	24	Sept. 1, '91		30 00		30 00
Part of lot 1 for piling ground, above guard lock Valleyfield.....	25	do 1, '91			40 00	40 00
Lot above guard lock, Valleyfield.....	26	Oct. 1, '91			40 00	40 00
Part of lot 1 for coal yard, above guard lock, Valleyfield.....	27	July 1, '91		40 00		40 00
Wharf lot, south side canal, guard lock, Valleyfield	28	Nov. 15, '91			60 00	60 00
Reserve, head of canal do.....	29	Sept. 1, '91			30 00	30 00
Lot on rear of lots 1 and 2 do.....	30	July 1, '91			80 00	80 00
Portion of lot 830 for grist mill do.....	31	do 1, '91		20 00		20 00
do 830 for yard, &c., to mill do.....	32	Oct. 1, '91			30 00	30 00
do 830 and privilege to construct a flume to Grand Isle.....	33	June 30, '91		105 00	105 00	210 00
do 830, Valleyfield.....	34	Jan. 1, '91			105 00	105 00
Wharf and lot above guard lock, Valleyfield.....	35	July 1, '91			60 00	60 00
Wharf and storehouse below St. Timothy bridge.	36	May 1, '92			40 00	40 00

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
£ cts.	£ cts.	£ cts.				
30 00	10 00	40 00	37	Beauharnois Canal		A. D. Doust.
20 00	10 00	30 00	38	do		A. L'Espérance.
1 00	1 00	2 00	39	do		Can. Mutual Tel. Co.
.....	5 00	5 00	40	do		A. Crevier.
4 00	4 00	8 00	41	do		Wm. Hood.
120 00	120 00	240 00	42	do	S. Vieau.	J. Meloche.
40 00	.....	40 00	43	do		E. Bergin.
3,627 50	2,588 00	6,215 50				
.....	30 00	30 00	1	Lachine Canal		Beauharnois Navigation Co.
.....	60 00	60 00	2	do		Jas. Wilson, jr.
.....	75 00	75 00	3	do		Richelieu Navigation Co.
.....	752 50	752 50	4	do		Montreal Harbour Com.
196 00	392 00	588 00	5	do		Frothingham & Workman
132 00	264 00	396 00	6	do	H. McLennan.	do
564 00	1,128 00	1,692 00	7	do	Maltby & King.	W. P. Bartley
322 50	645 00	967 50	8	do	Wm. Johnson & Co.	do
322 50	645 00	967 50	9	do	Peck, Benny & Co.	do
.....	430 00	430 00	10	do		Peck, Benny & Co.
.....	1,080 00	1,080 00	11	do		do
.....	1,296 00	1,296 00	12	do		Ira Gould & Sons.
430 00	860 00	1,290 00	13	do		Pillow, Hersey & Co.
215 00	430 00	645 00	14	do		do
430 00	860 00	1,290 00	15	do	Ogilvie & Co.	Mont. Warehousing Co.
.....	1 00	1 00	16	do		Corp. Montreal.
6,000 00	1,000 00	7,000 00	17	do		G. & W. Tait.
.....	25 00	25 00	18	do		G. E. Jacque & Co.
.....	10 00	10 00	19	do		A. W. Ogilvie.
.....	80 00	80 00	20	do		Can. Meat Packing Co.
.....	100 00	100 00	21	do		Royal Electric Co.
.....	800 00	800 00	22	do		Mont. Coal & Elevatg. Co.
.....	100 00	100 00	23	do		Dominion Lime Co.
.....	1 00	1 00	24	do		Mont. Street Ry. Co.
.....	1 00	1 00	25	do		Corp. Montreal.
.....	1 00	1 00	26	do		do
.....	1 00	1 00	27	do		do
.....	375 00	375 00	28	do		Mont. Warehousing Co.
.....	120 00	120 00	29	do		Grand Trunk Railway.
.....	500 00	500 00	30	do		Hurteau Bros.
.....	1,066 66	1,066 66	31	do		Dobell, Beckett & Co.
.....	800 00	800 00	32	do		J. Burstall & Co.
.....	150 00	150 00	33	do		Acer & Kennedy.
.....	600 00	600 00	34	do		C. M. Acer.
.....	380 92	380 92	35	do		P. Poulin.
2,205 86	1,102 93	3,368 79	36	do		H. Bulmer, jr., & Bros.
.....	420 75	420 75	37	do		O. Dufresne & Bros.
1,368 88	684 44	2,053 32	38	do		Bourgoin & Thibault.
3,831 18	1,277 06	5,108 24	39	do		Henderson Lumber Co.
.....	174 40	174 40	40	do		P. McRory.

A.—Continued.

Lessees' Accounts, 1890-91—Continued.

C.R.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due, 30th June, 1891.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lot for store and wharf above St. Timothy bridge Valleyfield..	37	do 1, '92	.....	.....	40 00	40 00
Lot for store and wharf below St. Timothy bridge, Valleyfield..	38	do 1, '92	.....	.....	30 00	30 00
Privilege of placing poles on canal bank	39	Oct. 1, '91	.....	.....	2 00	2 00
Lot for public scales above St. Timothy bridge, Valleyfield	40	do 1, '91	.....	.....	5 00	5 00
Lot on Grand Isle, east end of dam, Valleyfield..	41	April 1, '92	.....	.....	8 00	8 00
Lot at lock 7, Melocheville	42	June 30, '91	.....	120 00	120 00	240 00
Lot near Timothy bridge, Valleyfield	43	Sept. 30, '80	.....	.....	40 00	40 00
				3,852 50	2,363 00	6,215 50
Freight shed at basin No. 1	1	May 1, '92	.....	30 00	.....	30 00
Store at do	2	do 1, '92	.....	60 00	.....	60 00
Freight shed at do	3	do 1, '92	.....	75 00	.....	75 00
Motive power for lighting wharves	4	Dec. 1, '90	.....	752 50	.....	752 50
Warehouse and coal yard, lot No. 1	5	June 30, '91	.....	392 00	196 00	588 00
Grain elevator on $\frac{1}{2}$ lot No. 2	6	do 30, '91	.....	264 00	132 00	396 00
Lots 3 and 4 and $\frac{1}{2}$ lot No. 2, Basin No. 2	7	June 30, '91	.....	1,128 00	564 00	1,692 00
Flour mill, lots 5 and $\frac{1}{2}$ No. 6, Basin No. 2	8	do 30, '91	.....	645 00	322 50	967 50
Nail factory, lot 7 and $\frac{1}{2}$ No. 6 do	9	do 30, '91	.....	645 00	322 50	967 50
do 8	10	May 1, '91	.....	430 00	.....	430 00
Elevator and store, lots 9, 10 and 11	11	Apr. 1, '91	.....	1,080 00	.....	1,080 00
Flour mill and store on lots 12, 13 and 14	12	do 1, '91	.....	1,296 00	.....	1,296 00
Spike and nail factory, lot 15	13	June 30, '91	.....	860 00	430 00	1,290 00
Paint mill, lot 17	14	do 30, '91	.....	430 00	215 00	645 00
Flour and mill, lots 18 and 19	15	do 30, '91	.....	860 00	430 00	1,290 00
Lots on S.W. side, waste weir	16	Sept. 1, '91	.....	1 00	.....	1 00
Dry dock, shipyard and mill, Basin No. 2	17	June 30, '91	.....	1,000 00	6,000 00	7,000 00
Lot for office, Colborne street, Montreal	18	July 1, '91	.....	25 00	.....	25 00
Strip on N.W. side Mill street, Basin No. 2	19	Sept. 1, '91	.....	10 00	.....	10 00
Water supply through 4 inch pipe to factory, Wellington street	20	do 1, '91	.....	80 00	.....	80 00
Water supply through 10 inch pipe, Basin No. 2	21	July 1, '91	.....	100 00	.....	100 00
Part lot 384 north, Wellington basin	22	Nov. 1, '91	.....	800 00	.....	800 00
Lot for shed, west do	23	Oct. 1, '91	.....	100 00	.....	100 00
Double track over Wellington street bridge	24	Jan. 1, '92	.....	1 00	.....	1 00
Floating bath near Wellington bridge	25	July 1, '91	.....	1 00	.....	1 00
Park lot do do	26	Sept. 1, '91	.....	1 00	.....	1 00
2 inch pipe under canal	27	July 1, '91	.....	1 00	.....	1 00
Land at Basin No. 4	28	do 1, '91	.....	375 00	.....	375 00
Siding west side Wellington bridge	29	Aug. 1, '91	.....	120 00	.....	120 00
Lots 1, 2 and 3, West Basin, for piling lumber	30	May 1, '91	.....	500 00	.....	500 00
Lots 4, 5, 6 and 7 do do	31	do 1, '91	.....	1,066 66	.....	1,066 66
Lots 8, 9 and 18 do do	32	do 1, '91	.....	.....	800 00	800 00
Lot for a cattle yard, Point St. Charles	33	Feb. 1, '91	.....	150 00	.....	150 00
Lot for an hotel do	34	Dec. 1, '91	.....	600 00	.....	600 00
Lots 1 and 2, West, St. Gabriel Basin No. 4	35	Jan. 1, '92	.....	380 92	.....	380 92
Lots 3, 4, 5, 6 and 7 do 4	36	May 1, '92	.....	.....	3,308 79	3,308 79
Lots 8 and 9 do No. 3	37	do 1, '92	.....	.....	420 75	420 75
Lots 12, west, and 15 and 16 do 3	38	do 1, '92	.....	255 00	1,798 32	2,053 32
Lots 19 and 22 do and 13						
and 14 east, St. Gabriel Basin No. 2	39	do 1, '91	.....	.....	5,108 24	5,108 24
Lot 21, St. Gabriel Basin No. 2	40	do 1, '92	.....	174 40	.....	174 40

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
.....	100 00	100 00	41	Lachine Canal....	.....	Waren Scarf Asphalt Paving Co.
.....	253 68	253 68	42	do .....	.....	D. Pariseau
.....	1 00	1 00	43	do .....	.....	A. Cantin
.....	100 00	100 00	44	do .....	.....	Montreal Transport. Co.
.....	180 00	180 00	45	do	P. McRory.	N. Paradis
.....	300 00	300 00	46	do .....	.....	Henderson Bros
10 00	10 00	20 00	47	do .....	.....	Wm. Clark
725 44	362 72	1,088 16	48	do .....	.....	H. Bulmer, jun., & Bros.
.....	700 00	700 00	49	do .....	.....	Dobell, Beckett & Co.
.....	40 00	40 00	50	do .....	.....	B. Ethier.
.....	1 00	1 00	51	do .....	.....	S. Delisle
.....	200 00	200 00	52	do .....	.....	Merchants Manufg. Co.
.....	100 00	100 00	53	do .....	.....	J. & C. Hodson
.....	25 00	25 00	54	do .....	.....	Dominion Abbatoir Co.
.....	10 00	10 00	55	do .....	.....	E. V. Moseley & Co
840 00	1,680 00	2,520 00	56	do .....	.....	Ira. Gould & Son
800 00	1,601 00	2,401 50	57	do .....	.....	Est. J. Frothingham
.....	10 00	10 00	58	do .....	.....	Albert Fox
.....	50 00	50 00	59	do .....	.....	Dominion Bridge Co.
.....	30 00	30 00	60	do .....	.....	E. Ouellette & Co.
.....	10 00	10 00	61	do .....	.....	Canada Pacific Railway
.....	20 00	20 00	62	do .....	.....	Wm. Davis & Son
.....	40 00	40 00	63	do .....	.....	Dominion Barb Wire Co.
.....	10 00	10 00	64	do .....	.....	P. Lamothe
.....	5 00	5 00	65	do .....	.....	J. McIntyre
18,393 86	24,559 06	42,952 92				
7 50	.....	7 50	1	Chambly Canal....	.....	J. A. Maurice
.....	60 00	60 00	2	do .....	.....	South Eastern Railway..
10 00	10 00	20 00	3	do	H. Riendeau.	Catelli Bros
19 34	.....	19 34	4	do .....	.....	J. C. Pierce
50 00	75 00	125 00	5	do .....	.....	Bissett & Donaghy
50 00	75 00	125 00	6	do .....	.....	Simard & Godin
.....	25 00	25 00	7	do .....	.....	Jas. O'Cain
136 84	245 00	381 84				
40 00	.....	40 00	1	Rideau Canal....	.....	G. Sterling
2 00	1 00	3 00	2	do .....	.....	Ottawa Canoe Club.
.....	80 00	80 00	3	do .....	.....	Thos. McKay
180 00	60 00	240 00	4	do .....	.....	G. W. McCullough
80 00	80 00	160 00	5	do .....	.....	J. G. Butterworth
.....	80 00	80 00	6	do .....	.....	Dey Bros
120 00	.....	120 00	7	do .....	.....	J. W. McRae & Bros.
1 00	1 00	2 00	8	do .....	.....	Corporation of the City of Ottawa
250 00	.....	250 00	9	do .....	.....	Wm. Little
31 25	.....	31 25	10	do .....	.....	Rideau Skating and Curling Club
4 00	1 00	5 00	11	do	Robt. Hastey	John Heney
12 00	2 00	14 00	12	do .....	.....	John Neville
.....	1 00	1 00	13	do .....	.....	Corporation of the City of Ottawa

A—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lot at St. Gabriel, near Atwater Ave., Montreal.	41	Oct. 1, '91		100 00		100 00
Lot 17 east, St. Gabriel Basin.	42	May 1, '92			253 68	253 68
Water lot in front of his Dry Dock.	43	April 1, '91		1 00		1 00
Part of Island, No. 5, for a shipyard, at St. Gabriel.	44	July 1, '91		100 00		100 00
Wharf lot at St. Gabriel.	45	Jan. 1, '92		180 00		180 00
Two lots on Ottawa street, Montreal.	46	Nov. 1, '91		150 00	150 00	300 00
Water supply to factory on Canal street, Montreal.	47	Sept. 1, '91	20 00			20 00
Lots 10 and 11 west, St. Gabriel Basin, No. 3.	48	May 1, '92			1,088 16	1,088 16
Shed No. 1, St. Gabriel Basin.	49	June 30, '91		700 00		700 00
Lot for a coal shed, Brewster's Bridge.	50	May 1, '92		40 00		40 00
Floating bath, near do	51	Aug. 1, '91		1 00		1 00
Water supply through a 10 inch pipe, Basin No. 1.	52	Jan. 1, '91		200 00		200 00
do do St. Henri.	53	Nov. 1, '92		100 00		100 00
do establishment, St. Henri.	54	July 1, '91		25 00		25 00
do at Grand Trunk crossing.	55	Oct. 1, '91		10 00		10 00
Supply water at Lock No. 3.	56	June 30, '91		1,680 00	840 00	2,520 00
Water power, Côte St. Paul. Lock No. 4.	57	do 30, '91		1,601 00	800 50	2,401 50
Water supply do do 4.	58	Nov. 1, '91		10 00		10 00
do below G. Lock, Lachine.	59	July 1, '91		50 00		50 00
Lot above regulating weir, Lachine.	60	May 1, '92		30 00		30 00
Privilege to lay a track on Spoil Bank, Lachine.	61	do 1, '92		10 00		10 00
Lot above new upper entrance to Lock do	62	do 1, '92		20 00		20 00
Water supply below Guard Lock No. 5.	63	Sept. 1, '91		40 00		40 00
Privilege to build vessels on canal bank for winter of 1890.	64	June 30, '91		10 00		10 00
Building yacht at Côte St. Paul.	65	do 30, '91		5 00		5 00
			20 00	19,752 48	23,180 44	42,952 92
Two lots of land, Chambly.	1	May 1, '78			7 50	7 50
Wharf lot at St. Joseph.	2	July 1, '91		60 00		60 00
Lot in village, Chambly.	3	May 1, '92		10 00		20 00
Wharf at St. John's.	4	Nov. 19, '81			19 34	19 34
Part of canal wharf at St. John's.	5	June 30, '91			125 00	125 00
do do	6	do 30, '91			125 00	125 00
do do	7	do 30, '91			25 00	25 00
				70 00	311 84	381 84
Water lot, foot of Major's Hill, Ottawa.	1	Jan. 1, '91		40 00		40 00
do do	2	June 1, '92			3 00	3 00
Green Island, above Rideau Falls, Ottawa.	3	Jan. 1, '91		80 00		80 00
Lot for coal shed, Canal Basin do	4	June 30, '92			240 00	240 00
Lots 1 and 2, coal shed, Canal Basin do	5	do 1, '92		80 00	80 00	160 00
do 4, 5, 6 and 7, boat house, E. C. Basin, Ottawa	6	May 1, '92		80 00		80 00
Lot 1, S. E. Canal Basin, Ottawa.	7	April 1, '82			120 00	120 00
do for a weigh house, W. C. C. Basin, Ottawa.	8	May 1, '92			2 00	2 00
do for a dwelling, S. side Deep Cut do	9	April 1, '90			250 00	250 00
Reserve for club house do do	10		31 25			31 25
do on S. side do do	11	Sept. 1, '91			5 00	5 00
do in front of his property, Deep Cut do	12	Jan. 1, '92			14 00	14 00
Strip of reserve at Exhibition Grounds do	13	do 1, '92			1 00	1 00

APPENDIX

Dr.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued, year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
.....	100 00	100 00	14	Rideau Canal.....	.....	Bronson & Weston.....
.....	1 00	1 00	15	do.....	.....	R. W. Baxter.....
.....	2 00	2 00	16	do.....	.....	Andrew Hickey.....
.....	13 50	13 50	17	do.....	.....	H. Patterson.....
.....	1 00	1 00	18	do.....	.....	John Graham.....
.....	2 00	2 00	19	do.....	.....	Thos. Kingston.....
.....	2 00	2 00	20	do.....	.....	W. D. Morris.....
12 00	2 00	14 00	21	do.....	.....	Robt. McCloy.....
.....	1 00	1 00	22	do.....	Canada Atlantic Railway Company.....	H. Jackson.....
.....	10 00	10 00	23	do.....	.....	Temporal Committee St. Andrew's Church.....
13 00	13 00	26 00	24	do.....	.....	Michael Keily.....
.....	9 50	9 50	25	do.....	.....	P. O'Donnell.....
27 00	9 00	36 00	26	do.....	.....	Jas. Marks.....
1 00	1 00	2 00	27	do.....	.....	Henry Hartney.....
.....	1 00	1 00	28	do.....	.....	L. Duhamel.....
2 00	2 00	4 00	29	do.....	.....	Wm. Miller.....
.....	2 00	2 00	30	do.....	.....	George May.....
20 00	5 00	25 00	31	do.....	Canadian Pacific Railway	St. L. & O. Ry. Co.....
96 00	12 00	108 00	32	do.....	.....	R. S. Hardey.....
54 25	8 25	62 50	33	do.....	.....	M. Kilroe.....
20 00	2 00	22 00	34	do.....	.....	Francis Abbott.....
27 00	3 00	30 00	35	do.....	.....	do.....
27 00	3 00	30 00	36	do.....	.....	do.....
.....	25 00	25 00	37	do.....	.....	J. R. Booth.....
20 00	2 00	22 00	38	do.....	.....	Widow A. Howlett.....
18 00	3 00	21 00	39	do.....	.....	Wm. Rowland.....
.....	3 75	3 75	40	do.....	.....	Geo. Rickey.....
180 00	22 50	202 50	41	do.....	.....	W. Dawson.....
157 50	11 25	168 75	42	do.....	.....	Thomas Paget.....
146 25	11 25	157 50	43	do.....	.....	Chas. McCaffrey.....
29 25	9 75	39 00	44	do.....	.....	Geo. Morris.....
41 25	8 25	49 50	45	do.....	.....	Wm. Powell.....
24 75	8 25	33 00	46	do.....	.....	Philip Kennedy.....
69 75	7 50	77 25	47	do.....	.....	Daniel Delaney.....
7 50	7 50	15 00	48	do.....	.....	Denis Bergin.....
.....	3 00	3 00	49	do.....	.....	Thomas May.....
20 25	2 25	22 50	50	do.....	.....	D. Cameron.....
4 00	4 00	8 00	51	do.....	.....	T. and P. Collins.....
100 00	50 00	150 00	52	do.....	.....	London & Can. Loan Co.
40 00	10 00	50 00	53	do.....	.....	Stafford Merrifield.....
.....	4 50	4 50	54	do.....	.....	Geo. Shephard.....
20 00	5 00	25 00	55	do.....	.....	A. C. White.....
5 00	5 00	10 00	56	do.....	.....	Alfred Chester.....
10 00	10 00	20 00	57	do.....	.....	Jessie Miner.....
.....	1 00	1 00	58	do.....	.....	Josiah Payne.....
12 00	12 00	24 00	59	do.....	.....	H. Easton.....
35 00	5 00	40 00	60	do.....	.....	H. Merrick.....
4,620 00	120 00	4,740 00	61	do.....	Estate R. Ward.....	Joshua Bates.....
0 20	0 20	0 40	62	do.....	.....	A. Wood.....
2 00	.....	2 00	63	do.....	.....	Smith's Falls Cur. Club.
.....	2 00	2 00	64	do.....	.....	Wm. Lavender.....
3 00	3 00	6 00	65	do.....	.....	N. W. Berford, sr.....
.....	.....	.....	66	do.....	.....	J. B. and B. Tett.....
.....	10 00	10 00	67	do.....	.....	W. H. Whealey.....

A.—Continued.

Lessees' Accounts, 1890-91—Continued.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Lots for piling grounds, Stewarton, Ottawa.....	14	Aug. 30, '91	.....	100 00	.....	100 00
Reserve in front of lot G, con. C, Nepean.....	15	Jan. 1, '92	.....	1 00	.....	1 00
do do G, con. C do	16	Dec. 1, '91	.....	.....	2 00	2 00
do do S. $\frac{1}{2}$ lot G, con. C do	17	Jan. 1, '92	.....	13 50	.....	13 50
do do N. $\frac{1}{2}$ lot G, con. C do	18	do 1, '92	.....	1 00	.....	1 00
do do lot F, con. C do	19	Nov. 1, '91	.....	.....	2 00	2 00
do do lot K, con. C do	20	Aug. 30, '91	.....	2 00	.....	2 00
do do lot K, con. C do	21	Nov. 1, '91	.....	.....	14 00	14 00
do do lot B, con. C do	22	Jan. 1, '92	.....	.....	1 00	1 00
do do lot H, con. C do	23	do 1, '92	.....	10 00	.....	10 00
Reserve on lot E, con. D do	24	May 1, '92	.....	13 00	13 00	26 00
do do lot E, con. D do	25	do 1, '92	.....	9 50	.....	9 50
do do in front of lot No. 1, con. B do	26	do 1, '92	.....	.....	36 00	36 00
do do in front of sub-lots Nos. 64 and 65, lot 1, con. B, Nepean.....	27	do 1, '92	.....	1 00	1 00	2 00
do do in front of lot K, con. B, Nepean.....	28	do 1, '92	.....	1 00	.....	1 00
do do in front of sub-lot No. 5, con. B, Nepean.....	29	do 1, '92	.....	4 00	.....	4 00
Wharf privileges on sub-lots 29 and 30, con. B do	30	do 1, '92	.....	2 00	.....	2 00
Right of way over lots 8 and 9 (Dow's Swamp) con. B, Nepean.....	31	do 1, '92	20 00	5 00	.....	25 00
Reserve on lots 22 and 23, con. A, Nepean.....	32	Jan. 1, '91	.....	.....	168 00	168 00
Reserve on lots N $\frac{1}{2}$ lot 8, con. 1, Nepean	33	Jan. 1, '92	.....	.....	62 50	62 50
do do part 40, con. 1, O.F. do	34	do 1, '91	.....	.....	22 00	22 00
do do do 40 do 1 do do	35	Nov. 1, '91	.....	.....	30 00	30 00
do do do 40 do 1 do do	36	do 1, '91	.....	.....	30 00	30 00
do do 5 $\frac{1}{4}$ acres, 40 do 1 do do	37	Sept. 1, '91	.....	25 00	.....	25 00
do do do 40 do 1 do do	38	July 1, '91	.....	.....	22 00	22 00
do do do N do 1 do do	39	June 1, '92	.....	.....	21 00	21 00
do do do 1 do 2 do do	40	Jan. 1, '92	.....	3 75	.....	3 75
do do do 3 do 2 do do	41	do 1, '92	.....	.....	202 50	202 50
do do N $\frac{1}{2}$ 4 do 2 do do	42	do 1, '92	.....	.....	168 75	168 75
do do S $\frac{1}{2}$ 4 do 2 do do	43	do 1, '92	.....	.....	157 50	157 50
do do S $\frac{1}{2}$ 5 do 2 do do	44	do 1, '92	.....	.....	39 00	39 00
do do N $\frac{1}{2}$ 5 do 2 do do	45	Dec. 1, '91	.....	.....	49 50	49 50
do do S $\frac{1}{2}$ 6 do 2 do do	46	Jan. 1, '92	.....	.....	33 00	33 00
do do S $\frac{1}{2}$ 8 do 2 do do	47	Dec. 1, '91	.....	.....	77 25	77 25
do do N $\frac{1}{2}$ 6 do 2 do do	48	Jan. 1, '92	.....	15 00	.....	15 00
do do $\frac{1}{2}$ lot No. 23, R. front do	49	do 1, '92	.....	3 00	.....	3 00
do do N $\frac{1}{2}$ do 22 do do	50	do 1, '92	.....	.....	22 50	22 50
do do do 9, con. 1 do do	51	June 1, '92	.....	.....	8 00	8 00
Surplus water at bulk head, Long Island.....	52	Jan. 1, '91	.....	100 00	50 00	150 00
Reserve in front of lot No. 40, con. 1, Oxford.....	53	July 1, '91	.....	.....	50 00	50 00
do do do 40 do 1 do do	54	June 1, '92	.....	4 50	.....	4 50
do do on W $\frac{1}{2}$ lot No. 27 do 1, Marlboro	55	Jan. 1, '92	.....	.....	25 00	25 00
do do lot No. 3 do B, Wolford	56	July 1, '91	.....	10 00	.....	10 00
do do do 2 do B do	57	do 1, '92	.....	10 00	10 00	20 00
Portion of lot No. 9, con. A, Wolford, Merrickville.....	58	April 1, '92	.....	.....	1 00	1 00
Lot above old lock, Merrickville.....	59	Dec. 1, '90	.....	12 00	12 00	24 00
Reserve near swing bridge, Merrickville.....	60	June 1, '92	.....	.....	40 00	40 00
Lots A and B, old Sly's.....	61	May 1, '91	.....	.....	4,740 00	4,740 00
Part reserve on lot 1, con. 4, at Smith's Falls.....	62	June 30, '91	.....	0 40	.....	0 40
do do do 1, do 4 do	63	Nov. 1, '90	.....	2 00	.....	2 00
do do do 1, do 4, Elmsly	64	Jan. 1, '91	.....	2 00	.....	2 00
Part of lot 21, con. 5, S. Elmsly, at Oliver's Ferry.....	65	May 1, '92	.....	3 00	3 00	6 00
Strip of land and warehouse, near Isthmus lock, Sta. Newboro.....	66	do 1, '92	.....	.....	.....	.....
Part of lot 21, con. 5, North Crosby, Newboro.....	67	Sept. 1, '91	.....	10 00	.....	10 00

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on 1st July, 1890.	Accrued Year ended 30th June, 1891.	Total.	Number.	Name of Work.	Present Occupant.	Original Lessee.
\$ cts.	\$ cts.	\$ cts.				
2 00	1 00	3 00	68	Rideau Canal.....		W. J. Webster.....
5 00	5 00	10 00	69	do		B. E. Chaffy.....
152 00	76 00	228 00	70	do		Wm. Anglin.....
262 50	105 00	367 50	71	do		M. J. Foster.....
53 00	105 00	158 00	72	do		John Rourk.....
40 00	10 00	50 00	73	do		John Brannigan.....
7,059 70	1,220 20	8,279 90				
5 00	5 00	10 00	1	Grenville Canal...		A. J. Grier.....
.....	10 00	10 00	2	Carillon Canal.....		Henry E. Masson.....
.....	10 00	10 00	3	do		John Brophy.....
3 00	.....	3 00	4	St. Anne's Lock...		Delphus Lebeau.....
.....	1 00	1 00	5	do		Canada Mutual Tel. Co.
1 00	.....	1 00	6	do	Great North-Western Telegraph Co.....	Dominion Telegraph Co.
50 00	50 00	100 00	7	Trent River Works		Francis Sandford.....
1 00	1 00	2 00	8	do		R. C. Smith.....
160 00	40 00	200 00	9	do		Jas. Cummings, Estate of
4 00	1 00	5 00	10	do		Bell Telephone Co.....
.....	3 00	3 00	11	do		Lakefield Lumber Co...
.....	3 00	3 00	12	do		John Hull.....
2 00	1 00	3 00	13	Cape Breton		Neil McNeill.....
226 00	125 00	351 00				

A.—Continued.

Lessees' Accounts, 1890-91.—Concluded.

CR.

Description of Property.	Number.	Date to which the Account is made up.	Abatement Authorized.	Paid during Fiscal Year.	Balance due 30th June, 1891.	Total.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Part of lot 21, con. 5, North Crosby, Newboro'....	68	May 1, '92	.....	2 00	1 00	3 00
Water lot at Chaffy's Lock.....	69	June 30, '91	.....	5 00	5 00	10 00
Water power at Brewer's upper mills, old lease....	70	Jan. 1, '91	.....	.....	228 00	228 00
do do lower mills.....	71	do 1, '91	.....	.....	367 50	367 50
do on lot 48, con. 1, Kingston.....	72	July 1, '91	.....	105 50	52 50	158 00
Reserve on lots 35 and 36, con. 1 do.....	73	Aug. 1, '91	.....	.....	50 00	50 00
			51 25	756 15	7,472 50	8,279 90
House and ground on lot No. 8.....	1	May 1, '92	.....	5 00	5 00	10 00
Lot for pasture.....	2	June 30, '92	.....	10 00	.....	10 00
do.....	3	do 30, '92	.....	10 00	.....	10 00
Lots 112 and 113, Ste. Anne's Parish.....	4	Sept. 1, '90	.....	.....	3 00	3 00
Placing poles on Government reserve.....	5	July 1, '84	.....	.....	1 00	1 00
do do.....	6	May 1, '92	.....	1 00	.....	1 00
Lot at Fenelon Falls.....	7	Dec. 1, '91	.....	50 00	50 00	100 00
Water power at Buckhorn Rapids.....	8	Jan. 1, '92	.....	.....	2 00	2 00
Lot and lock-house, Chisholm's Rapids.....	9	June 30, '91	.....	180 00	20 00	200 00
Poles on various canals.....	10	Jan. 1, '92	.....	.....	5 00	5 00
Water power, Lakefield.....	11	do 1, '91	.....	3 00	.....	3 00
do.....	12	do 1, '91	.....	3 00	.....	3 00
Lot at Long Island, Barochois.....	13	Feb. 1, '92	.....	.....	3 00	3 00
			.....	262 00	89 00	351 00

APPENDIX

DR.

No. 26.—HYDRAULIC and other Rents, &c.—

Balance due on Purchase, 1st July, 1890.	Accrued Year ended 30th June, 1891.	Total.	Number.	Name of Work.	Name of Proprietor.
\$ cts.	\$ cts.	\$ cts.			
54 38	54 38	1	Intercolonial Ry.	John & William Sproule.....
50 59	50 59	2	do	John Ferguson.....
59 15	59 15	3	do	Joseph Graham.....
13 06	13 06	4	do	Paul Foster.....
14 21	14 21	5	do	Donald McArthur.....
4 00	4 00	6	do	Cornelius Dyer.....
33 59	33 59	7	do	John Foster.....
0 35	0 35	8	do	William & John T. Ives.....
96 66	96 66	9	do	Christie family.....
4 90	4 90	10	do	A. W. Tanner.....
23 29	23 29	11	do	William & Alexander Scott.....
354 18	354 18			

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

A.—*Concluded.*

Land Sales, 1890–91.

Cr.

Description of Property.	Number.	Abatement Author-	Paid during Fiscal	Balance due 30th	Total.
		ized.	Year.	June, 1891.	
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
1 ¹ / ₂₄ acres of land, Pictou, N.S.	1			54 38	54 38
3 ³⁵ / ₁₀₀ do do	2			50 59	50 59
2 ⁶³ / ₁₀₀ do do	3			59 15	59 15
4 ³⁷ / ₁₀₀ do do	4			13 06	13 06
9 ⁹¹ / ₁₀₀ do do	5			14 21	14 21
1 ¹ / ₁₀ do do	6			4 00	4 00
8 ⁶⁰ / ₁₀₀ do do	7			33 59	33 59
1 ⁶⁹ / ₁₀₀ do do	8			0 35	0 35
3 ⁶⁰ / ₁₀₀ do do	9			96 66	96 66
1 ⁶³ / ₁₀₀ do do	10			4 90	4 90
1 ³ / ₁₀ do do	11			23 29	23 29
				354 18	354 18

C. E. CHUBBUCK,

Accountant, *Hydraulic Rents.*

APPENDIX B.

No. 1.—COLLECTION of Revenue—Canals—Details of Expenditure.

Canals.	Names of Employés.	Deduction for Superannuation.	Net Salary.	Gross Salaries.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Welland Canal.</i>					
Port Colborne.....	McFarland, D. E.	28 00	1,372 00	1,400 00	
do	Leggett, J. E.	16 00	784 00	800 00	
do	Haun, J. R.	11 00	539 00	550 00	
do	Ramsden, J. A.	10 00	490 00	500 00	
	Contingencies.....			3,250 00	
	Sunday labour.....			198 99	
				81 60	3,530 59
Port Dalhousie.....	Clark, W. B.	22 00	1,078 00	1,100 00	
	Pirritte, J.	16 00	784 00	800 00	
	Contingencies.....			1,900 00	
	Sunday labour.....			318 97	
				86 40	2,305 37
Dunnville.....	Tipton, T. L. M.	15 00	735 00	750 00	
	Contingencies.....			35 25	785 25
Port Maitland	Galbraith, T. J.	10 00	490 00	500 00	
	Contingencies.....			110 00	610 00
Port Robinson	Coulter, Robert.....	14 40	705 60	720 00	
	Contingencies.....			31 81	751 81
St. Catharines	Collier, H. H.	4 00	196 00	200 00	
	Contingencies.....			61 20	261 20
	Sunday labour.....				
Chippawa.....	Harvey, T. B.	2 00	98 00	100 00	
	Contingencies.....			30 75	130 75
	Total, Welland Canal.....				8,374 97
<i>St. Lawrence Canals.</i>					
Beauharnois	Danis, A. D.	17 00	833 00	850 00	
	Lefebvre, H.		366 00	366 00	
	Contingencies.....			1,216 00	
	Sunday labour			94 66	
				78 00	1,388 66
Cornwall.....	Flanagan, R.		1,000 00	1,000 00	
	Mulhern, M. M.	0 64	32 68	33 33	
	O'Callaghan, T.		600 00	600 00	
	Contingencies.....			1,633 32	
	Sunday labour.....			218 69	
				82 80	1,934 81
	Carried forward.....				

APPENDIX B—*Continued.*No. 1.—COLLECTION of Revenue—Canals—Details, &c.—*Continued.*

Canals.	Names of Employés.	Deduction for Superannuation.	Net Salary.	Gross Salary.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>St. Lawrence Canals.</i>	Brought forward.				
Cardinal.. . . .	Reid, George.		750 00	750 00	
	McMillan, R. P.	5 00	395 00	400 00	
	Contingencies.			1,150 00	
	Sunday labour.			77 99	
				57 60	1,285 59
Lachine	Paré, L.	20 00	980 00	1,000 00	
	Deschamps, J. B.	14 00	686 00	700 00	
	Contingencies			1,700 00	
	Sunday labour			484 25	
				81 60	2,265 85
Montreal.. . . .	O'Neill, J.	40 00	1,960 00	2,000 00	
	McNally, T.		1,200 00	1,200 00	
	Bussièrès, F.	10 50	514 50	525 00	
	St. Louis, J.	19 68	963 66	983 33	
	Arahill, J.	16 00	784 00	800 00	
	Giroux, A. P.	16 00	784 00	800 00	
	Pelletier, P.	14 00	686 00	700 00	
	Villeneuve, Jacques.	7 50	367 50	375 00	
	Contingencies.			7,383 34	
	Sunday labour.			1,227 59	
				75 00	8,685 93
Kingston.....	Burrows, Wm.	12 00	588 00	600 00	
	Fahey, Ed.	10 00	490 00	500 00	
	Contingencies.			1,100 00	
				119 87	1,219 87
	Total, St. Lawrence Canals.				16,780 71
<i>Chambly Canal.</i>					
Chambly.....	Martel, M. D. S.	20 00	980 00	1,000 00	
	Durocher, C.	6 25	493 75	500 00	
	Contingencies.			1,500 00	
				94 15	1,594 15
St. John's.....	Quesnel, J.	18 00	882 00	900 00	
	Fournier, J. A.	6 25	493 75	500 00	
	Contingencies			1,400 00	
				116 10	1,516 10
St. Ours Lock.....	Matthieu, P.		600 00	600 00	
	Contingencies.			22 74	622 74
	Total, Chambly Canal.				3,732 99
	Carried forward.				

APPENDIX D—*Continued.*No. 1.—COLLECTION of Revenue—Canals—Details, &c.—*Continued.*

Canals.	Names of Employés.	Deduction for Superannuation.	Net Salary.	Gross Salary.	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Ottawa Canals.</i>	Brought forward ..				
Carillon ..	Murphy, D.	16 00	784 00	800 00	839 32
	Contingencies ..			39 32	
Grenville..	Pridham, A.	20 00	980 00	1,000 00	1,187 11
	Contingencies ..			187 11	
Ste. Anne's Lock...	Barrett, J.		1,000 00	1,000 00	1,549 76
	Crevier, Wm.	6 25	493 75	500 00	
	Contingencies ..			1,500 00	3,576 19
				49 76	
	Total, Ottawa Canals.				
<i>Rideau Canal.</i>					
Kingston Mills....	Dean, J.	8 00	392 00	400 00	466 08
	Contingencies ..			66 08	
Ottawa.	Farley, J. F.	24 00	1,176 00	1,200 00	2,243 74
	Battle, T.	16 00	784 00	800 00	
	Contingencies ..			2,000 00	3,421 05
				243 74	
Smith's Falls.....	Richey, W. M.	6 00	294 00	300 00	342 05
	Contingencies ..			42 05	
	Total, Rideau Canals.				3,051 87
St. Peter's Canal....	Kavanagh, W. M.	4 00	196 00	200 00	200 00
Murray Canal.....	Contingencies ..			17 75	17 75
<i>Trent Valley Canals.</i>					
Fenelon Falls.....	McArthur, Wm.		10 00	10 00	18 20
Bobcaygeon.....	Bottom, Elijah ..		18 20	18 20	
Peterboro' ..	Brownscomb, Wm.		15 00	15 00	15 00
Hastings.....	Coughlin, T., jun.		10 00	10 00	
	Contingencies ..			53 20	70 21
				17 01	
	Total, Trent Valley Canals.				
Inspector of canals..	Witton, H. B.	36 00	1,764 00	1,800 00	2,393 99
	Contingencies ..			593 99	

APPENDIX B—*Concluded.*

No. 1.—DETAILS of Canal Expenditure, 1890-91.—*Concluded.*

To Whom Paid.	Service.	Amount.	Total.
		\$ cts.	\$ cts.
McKinnon, M.	Temporary clerk..	791 00	
Fortier, J. E.	do	500 00	
Jolivet, M.	do	349 50	
Bourret, E.	do	351 00	
Baine, L.	do	533 75	
Teakles, B. H.	Travelling expenses	38 45	
O'Connor, D.	Professional service	74 32	
Owens, T. P.	Reporting.....	19 50	
Leboeuf, S. J.	Acting Collector at St. Ours.....	100 00	
	Stationary.....	214 37	
	Printing	845 82	
	Total		42,016 39
	LESS—Sunday labour....		604 20
	Total Salaries and Contingencies ..		41,412 19

LEONARD SHANNON,
Accountant.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 30th September, 1891.

DEPARTMENT OF RAILWAYS AND CANALS—CANALS REVENUE
BRANCH.

OFFICE OF INSPECTOR OF CANALS REVENUE,
HAMILTON, 7th October, 1891.

SIR,—I have the honour to report that during the fiscal year 1890-91, I inspected all the offices for collection of tolls on the Dominion Canals.

Detailed returns, showing particulars of tolls received, and other canal revenue collected at each office of the eight canal systems in operation in the Dominion, were submitted to the Department at the date of each inspection.

The aggregate receipts on account of canal revenue for the fiscal year ending 30th June, 1891, are \$345,143. 61.

For hydraulic and other rents the receipts for the fiscal year are \$29,799. 85.

Tabulated by districts and offices, and classified under subdivisions of canal revenue and hydraulic rents, the exhibit is as follows:—

WELLAND CANAL.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Port Colborne.....	126,409 73	.....	6 00	.....	126,415 73	112 08
Port Dalhousie.....	59,246 37	.....	.....	.....	59,246 37	193 21
Dunnville.....	340 82	.....	.....	.....	340 82	497 67
Port Maitland.....	18 76	.....	.....	.....	18 76	.....
Port Robinson.....	706 36	.....	.....	81 59	787 95	293 00
St. Catharines.....	554 57	.....	1,147 38	20 00	1,721 95	2,670 76
Chippawa.....	54 95	.....	.....	.....	54 95	.....
Totals.....	187,331 56	.....	1,153 38	101 59	188,586 53	3,766 72

ST. LAWRENCE CANALS.

Beauharnois.....	790 28	.....	105 55	.....	895 83	3,852 50
Cornwall.....	17,652 66	.....	5 00	.....	17,657 66	790 00
Cardinal.....	773 65	.....	5 00	.....	778 65	575 00
Lachine.....	2,940 74	21 36	4 00	1,588 83	4,554 93	.....
Montreal.....	25,982 04	4,655 85	297 50	10,963 62	41,899 01	19,753 48
Kingston.....	14,133 40	.....	.....	.....	14,133 40	.....
Totals.....	62,272 77	4,677 21	417 05	12,552 45	79,919 48	24,970 98

CHAMBLY CANAL.

Chambly.....	6,424 36	.....	4 00	.....	6,428 36	70 00
St. John's.....	13,268 05	.....	.....	.....	13,268 05	.....
St. Ours.....	487 83	.....	2 75	.....	490 58	.....
Totals.....	20,180 24	.....	6 75	.....	20,186 99	70 00

OTTAWA CANALS.

Collection Divisions.	CANAL REVENUE.				Total Canal Revenue.	Hydraulic and Other Rents.
	Tolls.	Wharfage and Storage.	Fines and Damages.	Other Receipts.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Ottawa	27,510 23	.....	.....	.....	27,510 23	.....
Grenville	18,212 83	.....	.....	.....	18,212 83	5 00
Carillon	180 40	.....	.....	8 00	188 40	20 00
St. Anne's Lock.....	1,237 29	.....	.....	.....	1,237 29	.....
Totals.....	47,140 75	.....	.....	8 00	47,148 75	25 00

RIDEAU CANAL.

Ottawa	4,094 36	12 20	5 00	176 00	4,287 56	564 75
Kingston Mills.....	1,432 25	.....	.....	.....	1,432 25	105 50
Smith's Falls.....	428 38	.....	1 00	3 78	433 16	60 90
Totals.....	5,954 99	12 20	6 00	179 78	6,152 97	731 15

ST. PETER'S CANAL.

St. Peter's.....	1,528 85	177 91	1,706 76
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MURRAY CANAL.

Brighton.	672 86	38 16	711 02
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TRENT VALLEY CANAL.

Burleigh	59 51	59 51
Bobcaygeon	341 96	50 00	391 96
Fenelon Falls	34 96	34 96	50 00
Hastings	28 70	.....	.....	.....	28 70	180 00
Peterborough	163 23	.....	.....	.....	163 23	6 00
Buckhorn	52 75	.....	.....	.....	52 75	.....
Totals.....	681 11	.....	.....	50 00	731 11	236 00
Grand Totals.....	325,763 13	4,689 41	1,621 34	13,069 73	345,143 61	29,799 85

The receipts, as above, are balanced by bank deposits in favour of the Receiver-General.

Relevant particulars concerning collection of canal revenue at the several canal offices were presented to the Department after each inspection.

I have the honour to be, Sir,

Your obedient servant,

H. B. WITTON,

Inspector of Canals.

T. TRUDEAU, Esq.,
Deputy Minister, Railways and Canals.

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TWENTY-FOURTH ANNUAL REPORT

OF THE

DEPARTMENT OF MARINE

FOR THE

FISCAL YEAR ENDED 30TH JUNE

1891

PRINTED BY ORDER OF PARLIAMENT



OTTAWA:

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY.

1892.

*To His Excellency the Right Honourable Lord Stanley of Preston, Governor General
of Canada, &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Twenty-Fourth Annual Report of the Department of Marine.

I have the honour to be,

Your Excellency's most obedient servant,

CHARLES H. TUPPER,
Minister of Marine and Fisheries.

DEPARTMENT OF MARINE,
OTTAWA, 31st December, 1891.

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REPORT

OF THE

DEPUTY MINISTER.

To the Honourable

CHARLES H. TUPPER,

Minister of Marine and Fisheries.

SIR,—I have the honour to report on the transactions of this Department for the fiscal year ended the 30th June last, and to give an account of a considerable portion of the business up to 1st December, 1891.

A supplement will be issued to this report, comprising returns from the Chairmen of the Boards of Steamboat Inspection and of Examiners of Masters and Mates; the reports of the Toronto, Belleville, Montreal, Quebec, Three Rivers, Pictou and North Sydney Harbour Commissioners, the Pilotage Authorities, the Harbour Masters, the Port Wardens and the Harbour Police of Quebec, together with statements of wrecks and casualties.

The total amount expended on the various branches of the public service administered by this Department, including the salaries of the Established Staff, during the fiscal year ended 30th June last was \$874,132.76, being an increase of expenditure over that of the previous year of \$66,948.88. This increase is largely due to the outlay for the new steamer "Quadra" built for the British Columbia service. The total amount voted by Parliament was \$938,350.10, which amount includes the department salaries. It will be seen that during the last fiscal year the expenditure was \$63,983.59 less than the amount appropriated by Parliament.

The whole number of persons engaged in the outside service of the Department at the date of this report is 1,434.

During the past fiscal year the expenditure for Lighthouse and Coast Service amounted to \$492,196.99, including construction, while for the previous year it amounted to \$466,155.09, showing an increase of expenditure for the past fiscal year of \$26,041.90. The appropriation by Parliament for Lighthouse and Coast Service was \$516,833.80. It will thus be seen that the expenditure for this service was \$24,636.81 less than the appropriation.

LIGHTHOUSE SERVICE.

The lighthouse service of the Dominion is divided as follows, viz.: The Ontario Division, embracing all lights from Montreal westward to the North-West Territories; the Quebec Division, extending below Montreal and including the River and Gulf of St. Lawrence and the Strait of Belle-Isle; the Nova Scotia Division including

St. Paul's Island, Cape Breton, Sable Island and Cape Race, Newfoundland ; the New Brunswick Division, the Prince Edward Island Division and the British Columbia Division, each including the lights within the provincial boundaries. The total number of light stations in the Dominion on the 1st of December, 1891, was 605 and of lights shown, 710 ; the number of steam fog-whistles and fog-horns, 54 ; the number of light-keepers and engineers of fog-whistles and other assistants, with crews of lightships, was 670.

The following is the number of lights shown, of fog-whistles and fog-horns in the several Provinces of the Dominion on the 31st of December of each year, from 1886 to 1891 inclusive.

These numbers include the light stations on the coast of Newfoundland maintained by the Dominion.

	Light Stations.	Light- Houses.	Fog- Whistles.	Fog-horns.
31st December, 1868.	198	227	2	.....
do 1869.....	219	233	2	.....
do 1870.....	240	278	4	.....
do 1871.....	264	297	8	.....
do 1872.....	280	314	13	.....
do 1873.....	316	363	17	.....
do 1874.....	342	384	18	..
do 1875.....	377	444	22	.....
do 1876.....	407	488	24	.....
do 1877.....	416	509	25	2
do 1878.....	427	518	25	4
do 1879.....	443	542	23	6
do 1880.....	452	551	22	7
do 1881.....	462	553	23	9
do 1882.....	470	562	23	9
do 1883.....	484	578	23	9
do 1884.....	507	597	23	10
do 1885.....	526	617	23	12
do 1886.....	534	625	23	16
do 1887.....	561	658	23	24
do 1888.....	569	664	23	27
do 1889.....	579	675	24	29
do 1890.....	599	705	23	32
do 1891.....	605	710	23	31
	===	===	===	===

ONTARIO LIGHTHOUSE DIVISION.

This division includes the lighthouses and lightships in that part of the Province of Quebec lying west of Montreal, all the lights in the Province of Ontario, embracing the lights on the Ottawa River, the St. Lawrence River above Montreal, the great lakes, and some of the smaller inland lakes, as well as a lighthouse and lightship on Lake Winnipeg in the Province of Manitoba.

The number of lighthouses, lighted-beacons and lightships maintained by the Dominion in the Ontario Division, inclusive of the two in Manitoba, is 203. There are also 425 buoys and 20 beacons.

The number of lightkeepers in this division, paid directly by the Government, is 158, but in several cases assistants are employed by keepers and paid by them out of the allowance made by the Government for that purpose.

The lights in this Division, with the exception of those on the Bay of Quinté, the Ottawa River and small lakes, were inspected during the months of July and August by Mr. Patrick Harty, Superintendent of Lights, and supplied with the necessary stores; the steamer "Canada" having been chartered for that purpose for the sum of \$3,200.

NEW AIDS TO NAVIGATION.

Peninsula Harbour.

The light buildings at Peninsula Harbour, in Lake Superior, to which reference was made in last year's report, were completed according to contract during the past season, and the light was put in operation for the first time on the 1st August last.

The main building, which stands on the south end of the island opposite the peninsula at the entrance to the harbour, consists of a wooden tower, square in plan, with a dwelling attached, the tower surmounted by an iron lantern. The woodwork is painted white and the lantern red. The height of the building from its base to the vane on the lantern, is 56 feet.

From the lantern is shown a revolving white or bright catoptric light, the flashes attaining their greatest brilliancy every 30 seconds. This light, being elevated 105 feet above the level of the lake, should be visible in clear weather 16 miles from all points of approach by water.

Mr. Charles Mickler's contract price for this work was \$3,165, and the total cost of establishing the light, including lantern and illuminating apparatus, was \$5,340.

East End of Long Point, Lake Erie.

The fog building at this light station was erected during the past season by Messrs. McCall and Mason, of St. Williams, under the contract allotted to them last year, but the alarm has not yet been put in operation, as delay occurred in receiving the fog alarm machinery, the Pictou Iron Foundry and Manufacturing Company having failed to deliver the same by the date specified. Two horns and machines, and two boilers complete are now near the station ready to be conveyed there and set up as soon as navigation opens next spring.

St. Anicet Shoal.

As proposed last year the lighthouse at Port Lewis, on the south shore of Lake St. Francis, in the County of Huntingdon, P.Q., was removed to a pier built on the north-west point of the bar, which extends out, on the south side of the channel, into Lake St. Francis, opposite the village of St. Anicet. The pier consists of a substructure built of timber cribwork, surmounted by a steel cylinder filled with

stone. It is sunk in 9 feet water on the south edge of the steamboat channel, and is distant 5,700 feet N. $\frac{1}{2}$ E. from St. Anicet parish church, and about two miles from the old position of the lighthouse. The tower which was removed is a square wooden building painted white, surmounted by an iron lantern painted red. The part of the steel cylinder above water is painted brown, and the height of the tower from the top of the pier to the vane on the lantern is 31 feet.

The light, which was put in operation upon the opening of navigation last spring, is fixed white, catoptric, elevated 31 feet above the summer level of the lake, and visible, in clear weather, 10 miles from all points of approach. The lowest tender received for doing this work was \$2,600. As this was considered excessive the work was done by the Department under the superintendence of Mr. Noble, Foreman of Works, at a total cost of \$1,914.37, but modifications were made from the plans on which tenders were asked by substituting iron and stone for a wooden pier, which greatly enhanced the cost and also improved the durability of the structure.

Murray Canal and Approaches.

It was stated in last year's report that several improvements in aids to navigation would be required in the Bay of Quinté and in Presqu'île Bay, in connection with the opening of the Murray Canal for traffic. During the past season these improvements have been carried into effect. They consist of the following:—

Three new range light buildings on piers were established in Presqu'île Bay, and were put in operation on the 10th September last. They were erected under contract by Mr. Walter Alford, of Belleville, the contract price being \$5,995. One of these lights is located 1,100 feet from Brighton wharf. The octagonal pier stands in 14 feet water. The tower, previously standing on a crib on Calf Pasture Shoal was removed on to this crib and the Calf Pasture Shoal light discontinued, the cribwork pier, however, being allowed to remain on Calf Pasture Shoal as a day beacon. The light shown from the tower in its new position is fixed white, elevated 28 feet above the water, and visible 6 miles in the line of range.

The second light of this system stands on a pier in 7 feet water, 1,440 feet from Brighton wharf. The pier is surmounted by a square wooden tower, 47 feet high, painted white. The light is fixed red, elevated 45 feet above the water, and visible 6 miles. In conjunction with the light last described, this light forms a range to lead in through the middle of the dredged channel, from Lake Ontario, past Salt Point. In conjunction with that next to be described, it leads to and from the western end of the canal.

The third light is on a pier in 15 feet water, 3,920 feet from Brighton wharf. The tower is a square wooden building, painted white, and 30 feet high. The pier is octagonal. The light is fixed white, elevated 29 feet above the water, and visible 3 miles. It forms a range with the light last described, and also shows a turning point in the dredged channel.

In consequence of the establishment of these range lights, the back range light at Salt Point, which showed the alignment through the old channel into Presqu'île Bay, was discontinued.

In addition to the eight spar buoys set out last season, one spar buoy was placed at the Bay of Quinté end of the canal during the past summer, and all the buoys in this neighbourhood have been placed under the control of the superintendent of the Murray Canal, to ensure prompt and efficient supervision.

In addition to these improvements, carried out by the Department of Marine, six lights were established last year on the pier-heads and bridges of the canal, by the Department of Railways and Canals, which are regularly maintained by the superintendent of the canal, as follows:—

1. A fixed red light, elevated 19 feet above the water, on a square, pyramidal, open frame, 30 feet from the end of the north pier, at the east entrance to the canal.

2. A light, elevated 35 feet above the water, placed over the swing pier of the Carrying-place highway bridge, which is 4,725 feet up the canal from the light on the east pier-head. The lantern is so arranged that when the swing is open for vessels a white light is shown over the southern edge of the swing pier, and when closed a red light is shown directly over the middle of the pier.

3. A similar light to that last described, but 20 feet above the water, on the swing pier of the Northern Ontario Railway bridge, which is 1,500 feet westwardly from the Carrying-place bridge.

4. A similar light, 35 feet above the water, on the Smithfield bridge, which crosses the canal near the middle of its length, or 6,600 feet westwardly from the railway bridge.

5. A similar light, 35 feet above the water, on Lovitt's bridge, which crosses the canal 6,490 feet from its western extremity, or 7,700 feet westerly from the last described.

6. A fixed red light, visible 4 miles, elevated 14 feet above the water, standing over a square, pyramidal open frame, 30 feet from the outer end of the north pier, at the west entrance to the canal.

Approaches to Kingston Harbour.

Urgent representations have been made to this Department for some years past of the necessity for improving the approaches to Kingston harbour, so as to accommodate the heavy draught vessels entering that port, especially late in the autumn, with cargoes of grain, and during the past season the Chief Engineer of the Department made a special examination and report of desirable improvements. As a part of the contemplated improvements it is proposed during the coming season to erect range lights on Barriefield Common, to lead into the freight wharves, clear of all shoals, and tenders will shortly be invited for the construction of skeleton iron towers for this purpose.

Three isolated shoals in the harbour which have heretofore been marked by small spar buoys, will in future have anchored on them large, square platform buoys, surmounted by conspicuous framework beacons.

The desirability of establishing a steam fog-horn at Nine Mile Point is also under consideration. In the meantime the fog-bell was been removed to the most prominent position on the point and improved in every possible way, at a cost of \$69.21.

Dickinson's Landing.

A small lighthouse at Dickinson's Landing, at the head of the Cornwall Canal, which had previously been maintained by the Department of Railways and Canals, was, at the suggestion of the Auditor General, transferred to the charge of this Department on the 1st July, 1890. Inspection of the existing lighthouse tower indicated that it was very much out of repair, and as it was a small and inconvenient building, it was decided to replace it by a new tower. The work was carried out under contract by Mr. Wm. H. Miller of Moulinette, whose price for the new tower was \$253. The work was completed on the 5th October last, the total cost being \$326.33.

The new tower, which stands on the pier-head on the south side of the west entrance to the Cornwall Canal, is a square wooden building, painted white, standing 22 feet high above the pier. The light is fixed white, dioptric, and leads to the entrance to the canal from the river above.

Limekiln Crossing.

The temporary lights maintained by this Department below the dredged channel at the Limekiln Crossing, on the Detroit River, opposite Amherstburg railway station, in the South Riding of Essex, Ontario, were replaced last year by two permanent structures erected in the alignment of the centre of the 440 foot wide dredged channel. The buildings, consisting of iron skeleton towers, surmounted by metal lanterns, were supplied by the Russell Wheel and Foundry Company of Detroit, Michigan. They stand upon cribwork piers erected under the superintendence of the Engineer of the United States Government in charge of the dredging operations at the Crossing. This arrangement enabled the Department to have the piers built at very little cost, and under adequate supervision. The iron buildings were procured in the United States, under authority of Order in Council, because at that time no reasonable offer for such buildings could be procured in Canada. Since then however enquiries have been made of Iron Works in the Dominion for skeleton iron structures, and it is probable that any required in future can be made in this country at reasonable cost.

The total cost of doing this work, including piers, towers, lanterns, illuminating apparatus and fitting up was \$1,861.

Warton Breakwater.

For the sake of facilitating approach to the new breakwater at Warton, at the head of Colpoy's Bay, Georgian Bay, in the North Riding of Bruce, Ontario, the Department has undertaken to maintain a pole light at the head of the Government breakwater. This light, which replaces one previously maintained by the town, is shown from a lens lantern, hoisted to the top of a pole 15 feet high, which has a white shed at the base. The light is fixed red, elevated 19 feet above the level of the water, and should be visible 6 miles from all points of approach.

PRINCIPAL REPAIRS AT EXISTING STATIONS.

Colchester Reef.

The cribwork protection at Colchester Reef light station, begun during the past season, as described in the last annual report, was finished under Mr. Noble's direc-

tions. The cribwork now completely surrounds the iron foundation of the lighthouse, and the total cost of building it has been \$9,560.42.

Pointe aux Anglais.

The lighthouse pier at Point aux Anglais station on the Ottawa River, having become unsafe through the rottenness of the timbers, it is necessary to replace it by a new, and tenders for the necessary work have been invited.

Bois Blanc Range Lights.

During the past season one of the small range light towers at the head of Bois Blanc Island, in the Detroit River, was destroyed by fire, and the other one being very much dilapidated it has been decided to replace them by iron structures. These two iron skeleton towers have been built by the Canadian Bridge and Iron Company of Montreal, their contract price for the same being \$573. It is expected that they will be erected in position before the opening of navigation this season.

Mississauga Strait.

Complaints having reached the Department that the fog-horn at Mississauga Strait light station, at the west end of Great Manitoulin Island, Lake Huron, was not giving satisfaction, the Department replaced the horn by a steam whistle on the 15th July last. The new alarm is a whistle of the description commonly known as a "Wildeck," that is, it is fitted with a piston that changes the tone of the blast, which, beginning low, rises to a screech, and again sinks to a low note at the end. The blasts are of 8 seconds' duration, with intervals of 2 minutes between them. Vessel masters report the change to give complete satisfaction. The total cost of making this change was \$111.

Rondeau.

The main light at Rondeau was a high, open-framed wooden tower, standing on the outer extremity of the east breakwater pier. In consequence of the rotting away of the pier timbers it became necessary either to remove or thoroughly renew the outer end of the breakwater pier. Under these circumstances it was determined to improve the range by making the inner range light the main lake light and the higher of the two, and to remove what had previously been the back range light to the position formerly occupied by the main light.

As the work required included extensive repairs that could not be specified until some progress with it had been made, it was impossible to let the repairs by contract, and they were consequently carried out under the direction of Mr. W. H. Noble, Foreman of Works.

On the 1st October last the lights in their new positions were shown for the first time, and are now as follows:—

The outer or front range light tower is the same building which was previously the back range light tower. It stands upon a cribwork block, built upon the outer end of the east breakwater pier, and is a square, wooden, open framework painted white, 18 feet high from the top of the block to the vane on the lantern. The light is fixed white, catoptric, elevated 34 feet above the level of the lake, and visible 11 miles in and over a small arc on each side of the alignment.

The inner or back range and main tower is on the same eastern breakwater 780 feet N. by E. $\frac{1}{2}$ E. from the front range light. The tower has been completely rebuilt, the old metal lantern and illuminating apparatus only being utilized.

The new tower is a wooden octagonal structure painted white, standing on a masonry steel-faced cylindrical base, built up from the pier foundation, and painted brown.

The light is as previously a revolving light, showing alternate red and white flashes every $1\frac{1}{2}$ minutes. It is elevated 70 feet above the level of the lake, and is visible 14 miles from all points of approach by water. The total cost of making this change was \$2,178.15.

Thames River Light Station.

The pier at this station, which is a pile structure, was put in thorough repair at a cost of \$172.56.

Gull Island, Lake Ontario.

The tower at this station stands on a shoal in Lake Ontario, exposed to the action of the waves, and is surrounded by cribwork piers. During the past season it has been necessary to make extensive repairs to the woodwork of these piers, and one side was extended 30 feet to give better shelter to the lightkeeper's boat. This work was carried out under Mr. Noble's superintendence, at a total cost of \$980.93.

Burlington Beach main light.

The main light at Burlington Beach, which is a lake coast light, as well as a guide to Hamilton, was improved during the past season by replacing the old lantern and illuminating apparatus by new ones of modern pattern. The total cost of making this change was \$1,290.71.

Frenchman's Bay.

The outer end of the pier at this station, on which the lighthouse stands, has been repaired and the tower levelled up, at a cost of \$115.77.

Point Pleasant.

The dwelling house was repaired and a new pump furnished, at a cost of \$138.52.

Nottawasaga Island.

A new platform was built from the dwelling to the tower, at a cost for materials of \$18.74, the keeper doing the work.

Killarney.

A new kitchen was added to the dwelling house at a cost of \$175.

Boyd Island.

The keeper was allowed \$80 for a kitchen addition to the dwelling.

Cape Robert.

The keeper built a pier at this station at his own expense, but the Department allowed him \$24 for planks to cover it.

Lake des Chenes, Ottawa River.

The pier under the tower was repaired at a cost of \$28.50.

In addition to the above, necessary repairs and painting were carried on by the light keepers at several stations.

QUEBEC LIGHTHOUSE DIVISION.

This division comprises the aids to navigation below Montreal, on the Rivers St. Lawrence and Richelieu, and Lakes Memphremagog and St. John, as well as all the lighthouses, light ships, steam fog-whistles, gas, bell and other buoys and beacons in the River and Gulf of St. Lawrence, within the limits of the Province of Quebec, on the north-west coast of Newfoundland and the Labrador coast. This division is under the charge of Mr. J. U. Gregory, Agent of the Department at Quebec, who also has under his superintendence the Dominion steamers "Alert" and "Druid."

Besides performing the duties of Agent of the Department of Marine, and such work as may be required at the port of Quebec by the Department of Fisheries, Mr. Gregory is also Superintendent of River Police and Shipping Master for the port of Quebec, attends to the requirements of the British Board of Trade, in connection with distressed seamen, shipwrecks, and casualties at sea, and acts as receiver of wrecks.

His staff consists of Messrs. L. A. Blanchet, Accountant and Deputy Shipping Master, G. H. O'Farrell and A. Hamel, clerks, N. Fitzhenry, Store-keeper and wharfinger. Captain E. Laroche, Inspector of Lights and Pilot, is also attached to the Agency. The workshops are under the control of C. Vezina, master shipsmith and T. Routhier, master carpenter.

There are in this division 151 fixed and revolving lights, 10 lightships, 3 of which are supplied with steam fog-whistles; 8 fog guns, 2 explosive bomb stations, and 11 steam fog-horns; 116 buoys, 8 of which are gas buoys; 59 beacons and 10 life-saving canoes for service in the ice.

The steamer "Druid" during the past year supplied the lights between Quebec and Montreal, and attended to the gas and other buoys. She also attended lights between Quebec and Father Point.

The steamer "Alert" supplied all the lights in the lower part of the river St. Lawrence, the Gulf, Baie des Chaleurs, Strait of Belle Isle, Labrador, and north-west coast of Newfoundland.

All the lights, fog-alarms, &c., in this division, were inspected by Captain Laroche, Inspector of Lights. Captain Demers, of the "Druid" also inspected some of the stations when on duty.

NEW LIGHTS AND FOG-ALARMS.

Bersimis.

On the 24th August last two range lights on poles were put in operation at the mouth of the Bersimis River, in the county of Saguenay, on the north shore of the River St. Lawrence, below Quebec.

Both lights are located on a tongue of sand running out westwardly from the Hudson Bay Company's post on the north side of the mouth of the river, and forming

part of the Betsiamits Indian Reserve, and both are fixed white lights, shown from reflector lanterns hoisted on masts.

They should be visible for 5 miles in and over a small arc on each side of the alignment.

The outer range mast is located on the shore line, as near high water mark as it was safe to erect it. The light is elevated 30 feet above high water mark. The mast is 20 feet high, and has attached to it a diamond-shaped slatted beacon, 10 feet square facing the channel to make it more conspicuous as a day mark. The whole is painted white.

The back range mast is located 360 feet north-west 3-8 north (N. 65° W. true) from the front one. The light is elevated 40 feet above high water mark. The mast is similar to that of the front one, and is 30 feet high.

This range is intended to show the best water into the river, over the sand bar, which extends over a mile outside Bersimis Point, and carries four feet at low water at the shallowest point. Inside Bersimis Point the water is much better.

The work in connection with the erection of these poles was done by the St. Lawrence Lumber Company, and the total expense in connection with the establishment of the station has been \$197.

Cape Chatte.

On the 15th August last an explosive fog signal was established at Cape Chatte light station, on the south shore of the Gulf, consisting of cotton powder cartridges, exploded at a height of about 100 feet above the water, from a derrick erected on the edge of the cliff, east of the lighthouse.

One cartridge is fired every 20 minutes.

The cost of establishment of this firing apparatus was \$180.43, and the increase of the keeper's salary in consideration of the extra work and increased risk is \$200 per annum. This improvement was made in accordance with the joint recommendation of Mr. Anderson and Captain Smith, R.N.R.

Cape Magdalen.

As another part of the same scheme of improvement it has been decided to establish a steam fog-whistle at the Cape Magdalen light station, on the south shore of the Gulf of St. Lawrence. The necessary plans and specifications have been prepared, and tenders will be invited during the present winter for the completion of the work during the coming summer.

EXTENSIVE REPAIRS OR IMPROVEMENTS.

Pointe aux Citrouilles.

For many years past a temporary pole light has been maintained at Pointe aux Citrouilles, in the County of Champlain, on the north shore of the River St. Lawrence between Quebec and Montreal. This light having proved very useful it has been decided to continue it permanently. A site has in consequence been purchased and plans and specifications have been prepared for the erection of a small

tower on a pier, and tenders will be invited during the present winter for the necessary building.

Cape Madeleine.

In consequence of the encroachment of the river on the site of the front range light tower of the lower range at Cape Madeleine, in the County of Champlain, on the north shore of the River St. Lawrence, between Quebec and Montreal, it was necessary to remove the building, and advantage was taken of this to improve the range by increasing the distance between the two towers, and also by increasing the height of both buildings. The front range light has been moved 290 feet N. $60^{\circ} 30''$ E. from its former position, and now stands 230 feet back from the river bank, at a point $2\frac{1}{2}$ miles below Cape Madeleine parish church. The building consists of a wooden tower, square in plan, surmounted by a polygonal lantern, and is 20 feet high from its base to the vane on the lantern, the whole painted white. The light is fixed white, elevated 44 feet above the level of the river, and should be visible 6 miles in the line of range. The illuminating apparatus is catoptric. The back range tower is distant 536 feet N. $60^{\circ} 30''$ E. from the front one, and shows a similar light, elevated 54 feet above the water, which should also be visible 6 miles. The building is 36 feet high. The two lights in range lead into the upper entrance to the channel north of Provencher Shoal. The work involved in these improvements was executed under contract by Mr. F. A. Verrette of Three Rivers, whose contract price was \$530.

Trembles Shoal Lightships.

During the past season the temporary lightships established on Trembles Shoal, in the River St. Lawrence above Quebec, between Ste. Croix and St. Antoine, were again maintained, and having proved of great assistance, particularly to deep draft vessels, it is now contemplated to mark the points permanently by gas buoys similar to those in the river below Quebec. It is proposed to build these buoys in Canada, and plans have been prepared and tenders invited therefor.

Father Point.

During the winter of 1890-91 new illuminating apparatus was provided for Father Point light station, on the south shore of the River St. Lawrence below Quebec, and from the opening of navigation last year the character of the light was changed from fixed white to revolving white, with flashes attaining their greatest brilliancy every 20 seconds. The illuminating apparatus is catoptric. The light is elevated 48 feet above high water mark, and should be visible from all points seaward. This improvement was made as part of the scheme recommended by Messrs. Anderson and Smith, as a result of their inspection in 1890.

Point Ste. Anne.

In conformity with the same report the steam fog horn at Point Ste. Anne was discontinued on the opening of navigation last year, and no complaints have reached the Department in consequence of this removal.

Cape Chatte.

Very favourable reports have, however, been received respecting the utility of the explosive signals established at Cape Chatte, in the same neighbourhood, and the Department is convinced that this change has been in the interests of navigation.

Cape Gaspé.

On the 7th November, 1890, the lighthouse and keeper's dwelling at Cape Gaspé were destroyed by fire, and in May last tenders were invited for the erection of a new building. Only one party tendered, Mr. Adolphus Rousseau, of Williamstown, Ont., his price being \$2,980, but on being called upon to complete the contract, he refused to do so, and it became necessary to invite tenders anew. These tenders were received on the 5th September last, and the lowest, that of Mr. E. T. Nesbitt of Quebec, for \$3,480, has been accepted, the contract to be completed by the 1st August next..

Point Rich.

During the past season the opinions of masters of vessels using the Strait of Belle Isle were obtained respecting the advisability of re-erecting the lighthouse destroyed by fire on Point Rich, and a majority of them being in favour of retaining the light in its old position, plans have been prepared and tenders will be invited for completing a new lighthouse at that point as soon as possible after navigation opens next spring. The light will be a powerful flashing light.

Crane Island.

On the opening of navigation last year the light on the outer extremity of the wharf at Crane Island, in the River St. Lawrence below Quebec, was improved by changing its character from fixed to occulting white, the light being obscured for 4 seconds every $\frac{1}{2}$ minute by means of rotating screens. The illuminating apparatus is dioptric, of the 6th order. The light is elevated 48 feet above high water mark, and is visible 10 miles from all points of approach by water.

Belle Isle.

On the 15th August last the fog alarm at Belle Isle light station was changed, the fog gun formerly fired every half hour being replaced by rocket signals or cotton powder bombs, fired at intervals of 20 minutes, from a point near the upper lighthouse, at a height of about 400 feet above the sea, and thrown out to a distance of about 500 feet in a southerly direction, exploding high in the air.

It is expected that these signals, in consequence of the sharpness of the report as well as from the fact that they are thrown out well over the water before exploding, will be audible much farther than the gun, besides which they can be fired more frequently than guns without any increase of expenditure.

Lake St. Peter Lightships.

During the past winter the Lake St. Peter lightships were improved by removing from them their masts with the balls which were used for day marks, and by building on them amidships octagonal towers surmounted by the lanterns which previously stood on the decks. This change has had the effect of raising the lights higher above the water and of allowing them to be seen without interruption from all points of approach. The towers on the deck are painted white, and the lanterns white with red roofs. The light in each case is now elevated 22 feet above the water; the illuminating apparatus is a dioptric lens of small size, hung on gimbals,

and showing a fixed bright light, which should be visible 9 miles. The cost of this change was \$550.

In addition to the above work small ordinary repairs were made and painting was done at such stations as required them.

CHANGES IN BEACONS AND BUOYS.

Platon.

Two day beacons were erected last year to mark the line of the middle of the ship channel recently surveyed, at the Barre à Boulard, in the Richelieu Rapids, above Quebec.

The front beacon stands 2470 feet N 41° 45' E. from the Platon back range light tower on and near the edge of the cliff.

It shows a rectangular face up stream consisting of slatwork 18 feet high by 13 feet wide, supported on two posts 50 feet high. It is painted white with a black vertical stripe $3\frac{1}{2}$ feet wide down the middle. The top is elevated 170 feet above high water.

The back beacon is located 2770 feet E. N.-E. $\frac{1}{4}$ E. from the front one, on high land, and shows against the sky. It is of the same type and size as, and painted similarly to the front one, but stands on posts 37 feet high. Its top is elevated 234 feet above high water.

This work was done by Mr. James Howden, Superintendent of Public Works, in charge of the dredging, at an expense to the Department of \$377.

Washsheecootai Bay.

During the past summer the master of the Dominion steamer "La Canadienne" took advantage of a visit to Washsheecootai Bay, on the north shore of the Gulf of St. Lawrence, to erect a white conical beacon, 25 feet high, on the island at the head of the Bay, which beacon, bearing North-east, leads into the Bay clear of all shoals, and to westward of the dangerous rock on the eastern side of the Bay. At the same time he replaced the beacon on Beacon Island and built a similar beacon on Anicon Island, in the same locality.

Beauport Shoal.

During the past season a red wooden can buoy has been placed on Beauport Shoal to mark its outer extremity, and a similar buoy has been moored at Chateau Richer in the channel north of the Island of Orleans. These buoys are in addition to the number previously maintained by the Quebec Agency.

Winter Buoys.

Eight large spar buoys were provided last season to replace the most important can buoys in the St. Lawrence below Quebec at the close of navigation, so that they might be available to guide the last vessels out when the other buoys are removed on account of the ice, the intention being to leave them out all winter, when, if lost, their comparatively small cost would make the expense only trifling.

These buoys were placed as follows:—

Crane Island, Little Channel—1 red and 1 white.

Crane Island, Flats—1 red and black horizontal bands.

Channel Patch—1 checkered black and white.

West End Traverse Middle Ground—1 red.

Pointe St. Roch—1 black.

Pilgrim's Shoal—1 black.

Barrett's Ledge North East Rock—1 black and white checkered.

During the past autumn these buoys rendered good service, amply repaying the cost and risk of their establishment. The Pilot of the Allan steamer "Newfoundland" reported them of great service to him in taking that vessel out. They were also used by the steamer which went to Anticosti on the 5th December last to take off the crew of the wrecked Norwegian barque "Anna", as well as by the American steam tug "Pentagoet."

Gas Buoy Lights Changed.

In continuation of the policy of improving the character of the lights wherever it can be done without undue expense, the character of the gas lights shown from three buoys in the river St. Lawrence, below Quebec, was changed on the 25th August last from fixed white to occulting white, the period of occultation being about six seconds. The buoys so changed were those on Barrett Ledge, Pilgrim Shoal and the Channel Patch, and the changes were made for the purpose of making the character of the lights more distinctive, and to prevent confusion with anchor lights of small coasters.

During the season all the gas buoys were served by the ss. "Druid," and were found to require considerable attention. Those in the more frequented channels seem to be specially subject to having the light extinguished by collision with small vessels.

NOVA SCOTIA LIGHTHOUSE DIVISION.

This division, in charge of Mr. H. W. Johnston, Agent of the Department for the Province, includes the charge of 175 lighthouses, exhibiting 188 lights, 1 light vessel, 16 steam fog-alarms, 1 signal bomb station, 14 hand fog-alarms, 2 fog-bells, 13 automatic whistling buoys, 9 iron bell-buoys, 110 iron can buoys, about 660 spar buoys and other small buoys, 8 stationary beacons, 15 life-boat stations, 3 humane establishments, and 4 signal stations. The Dominion steamer "Newfield," is also under the control of this Agency.

The lighthouses, fog-alarms, and life-saving stations were inspected by Mr. C. A. Hutchins, Superintendent of Lights for the Nova Scotia district. Mr. Warner, Engineer of the "Newfield," also examined the boilers and machinery, when opportunity offered.

PROPOSED NEW LIGHTS.

The two new lights authorized for this year have not yet been erected for reasons as follows:—

Dover—West of Halifax.

It was at first arranged to build a lighthouse on Meaghar's Island, but owing to difficulties arising in acquiring a title to the land, another suitable site was looked for. For this purpose the Superintendent of Lights visited the locality and consulted with the residents interested in shipping. The result was that the southern end of Callaghan's Island was selected as affording a more suitable site than that of Meaghar's Island, inasmuch as it afforded a direct lead into Dover Harbour, and was more suitable as a harbour light. It was finally settled to build there, and the land was secured. Subsequently a petition was received at Ottawa against this selection and in favour of Meaghar's Island. After further consideration the officers of this Department agreed that Callaghan's Island was the more suitable place, and ultimately Mr. Martin Fader, of Spry Bay, was awarded a contract for erecting a lighthouse in that place for \$1,200. The work will be proceeded with as early next spring as the weather will permit.

Candlebox Island.

The erection of a lighthouse, as authorized has been deferred principally in consequence of the difference of opinion held by persons in the vicinity as to whether Ellenwood or Candlebox Island afforded the better site for the erection of a light to aid vessels navigating Schooner Passage or Ellenwood Passage. It was finally decided by the officers of this Department that Candlebox Island would be preferable inasmuch as it afforded a straight lead through Schooner Passage from the southward, and is visible to vessels approaching either the northern or southern entrance. Tenders being called for, it was considered that the lowest tender received was too high. It has therefore been decided that the work of erecting the necessary buildings should be proceeded with as early as possible next spring, by day's work, under the superintendence of a competent foreman appointed by the Department.

PRINCIPAL REPAIRS AT EXISTING STATIONS.

The following is a statement of the principal repairs and improvements at the different stations during the past year :

Meagher's Beach.

In consequence of encroachments of the sea an experimental test has been made with a view to building up the beach on the inner side of the lighthouse by erecting two crib work groynes, ballasted with stone, each 50 feet long. A report of the result will be made in due course. Considerable repairs have been made to break-water on south side of beach, by renewing the plank covering, strengthening work with iron ties and waling pieces and filling up with stone ballast. Building was painted.

Pope's Harbour.

Roof of lighthouse re-shingled, new spouts fitted, window frames repaired and leaded. Boat slip repaired, and all buildings painted.

Sheet Rock.

Boat slip renewed and ballasted. Lighthouse roof re-shingled. Foundation wall of oil store re-built. Chimney repaired. Sink drain renewed. Plank walk renewed from landing to lighthouse.

Beaver Harbour.

New copper lantern supplied.

Wedge Island.

1 Pilley's hand fog trumpet supplied, to be sounded in answer to a vessel's signal from sea. New sail for boat and buildings painted.

Tor Bay.

\$103.02 have been expended on repairing road from station to main road, 2½ miles.

Canso Harbour.

Lantern floor repaired, new boat and 3 new lamps supplied. Building painted.

North Canso.

The deck of lighthouse rebuilt and a new 12-foot iron lantern, supplied by the establishment of E. Chanteloup, has been erected in place of the old lantern which had been condemned. The A-burner lamps replaced by mammoth flat-wick burner lamps. Corner of foundation wall taken down and rebuilt. Barn repaired and shingled, and road leading from landing repaired. The work was done by Mr. James Mackay as foreman, and local labour employed. The total expenditure on these repairs and improvements was \$950.

Crichton's Head.

Buildings painted. Southern end of breakwater has been extended 30 feet into the bank.

Cow Bay.

Lantern derrick and roof of building which were destroyed by heavy storm, are undergoing repairs, and the lantern, which was damaged, is being put in order.

Flint Island.

The six A-burner lamps have been replaced by six B-burner lamps, new reflectors supplied and buildings painted. Materials will be sent next year, as authorized, to build a boat house at this station.

Bird Island.

A new boat house 24x12 has been erected by Keeper at a cost of \$100.

Ingonish.

Roof of dwelling, porch, L-kitchen and oil store re-shingled. Damage caused to lighthouse by lightning repaired. New spouts put up all round roof of dwelling. Lantern deck re-covered with canvas and railing renewed. New window frame and sash to oil store. New platform at entrance to dwelling. Part of foundation wall of dwelling taken down and rebuilt, and remainder pointed. Oil store foundation wall pointed. New brick bottom laid in cistern in cellar and side repaired with cement mortar. Outside of chimney repaired. Buildings painted.

Cape North.

Materials for boat house were landed by the "Newfield" (the frame having been made at Halifax) and the keeper instructed to have the building erected. Buildings painted.

Cape St. Lawrence.

The heavy gales of last December did considerable damage at this station, breaking in 6 large panes lantern glass, washing away slip and underpinning of oil store, and necessitating discontinuing of light until necessary repairs could be effected. In the spring additional bars were prepared by Mr. E. Chanteloup to strengthen the sashes in lantern, and repairs were made by Mr. Noble early in the season. The two new Chance pressure lamps were also set up by Mr. Noble in place of the temporary lamps theretofore in use.

Margaree Island.

A new 18 feet squid boat supplied to replace one lost in last December's storms, and a new entrance porch to dwelling built. Buildings painted.

Cape St. George.

Extensive repairs have been made at this station, comprising renewal of crown roof of light house, new sills, joists and flooring on lower floor, and barn repaired. The buildings have all been painted. The lamps changed from A to B burners and new reflectors supplied.

Cariboo Island.

In consequence of the washing away of the bank in front of lighthouse, it became necessary either to rebuild the breakwater, which had been almost totally destroyed by last winter's gales, or to move the lighthouse back to a safe position. The latter course being decided on, plans and specifications for the work were prepared and tenders called for. The contract was awarded to Mr. Hugh Henderson of Pictou, for the sum of \$525, and the work was duly completed under the supervision of Mr. Geo. Chisholm of Cariboo, who was appointed inspector. The oil store was subsequently moved back for safety by Mr. Geo. Chisholm for the sum of \$15.

Amet Island.

The wooden crib work breakwater and the inside stone wall having been damaged by severe storms, materials were sent by "Lansdowne" to effect repairs. Mr. John Mulrony of Halifax is now engaged superintending this work, employing local help.

WEST OF HALIFAX.

Sambro.

The keeper's dwelling has been re-shingled, and minor repairs made throughout. Roof of store at landing re-shingled.

Westhaver's Island.

New lantern supplied. Shelter house, boat house and slip repaired.

Port Mouton.

The wharf at landing having been carried away, a new wharf with slip and boat house has been erected at a more sheltered spot inside the head.

Little Hope.

Rocks thrown in by the sea at landing have been removed and the slip repaired. The keeper having reported the probable decay of interior of wooden breakwater and its consequent unsafe condition, the structure was opened up and thoroughly examined. It was found to be perfectly sound, the inside work being composed of white hemlock. A few repairs were made to top of breakwater. Buildings painted.

Carter's Island.

Boat house and slip built. Roof of dwelling re-shingled and minor repairs made. Buildings painted. New zinc umbrella fitted inside lantern to protect lamps.

Gull Rocks.

Buildings painted and plan arranged for building landing slip next year. New spy glass furnished.

Shelburne.

A grant of \$240 for repairing road leading from landing is being expended by keeper. Three new lamps supplied.

Baccaro.

Floor of oil store renewed and 5 storm sashes supplied for dwelling and anchor crock fitted to chimney.

Cape Sable.

A new porch has been erected to keeper's dwelling, roofs re-shingled and other repairs effected. The efficiency of this light has been greatly improved by cutting out a number of sash bars in lantern and changing the lantern glass from 12x18 to 73x24. The 9 circular burner-lamps have been changed to mammoth flat wick.

Pubnico.

The breakwater surrounding lighthouse having been extensively damaged by last winter's storms, it was rebuilt to the extent of 150 feet under the supervision of keeper for \$183. New pump supplied to kitchen.

Barrington Lightship.

Decks caulked, rigging set up with new lanyards and slip painted throughout. A new hand fog trumpet supplied.

Abbott Harbour.

A permanent mast with shed at base has been built to replace the temporary mast hitherto in use. This work was done by contract by Mr. M. d'Entremont for \$125. One half acre of land with right of way to landing was also secured.

Argyle.

The Government land has been fenced off by a wire fence and landing slip repaired. A wheelbarrow and necessary tools for doing ordinary repairs have been furnished.

Yarmouth.

Entrance porch to dwelling repaired with new sill and floor. Platform at rear of dwelling repaired. Ceilings and walls of two rooms renewed and chimney repaired.

Bunker Island.

Some necessary repairs to crib work and a new door frame and sill to lighthouse are being furnished.

Kingsport.

The small tower on the end of Kingsport pier was burned on the night of 24th March, 1891, caused by the explosion of a lamp. Plans and specifications were prepared and tenders called for a new tower. The contract was awarded to S. S. Crowe, of Truro, for the sum of \$185, and the new building completed on 16th September. During the interval a temporary light was shown from a lantern hoisted on a mast.

The new tower is a square wooden building surmounted by a small wooden lantern, the whole painted white. The height of the vane of the lantern above the pier is 23 feet.

General Repairs.

In addition to the repairs above described, various minor repairs, as well as incidental improvements to the appointments of the stations were carried out at a large number of places.

At all stations where it was required to preserve the buildings painting was done, generally by the keepers, the materials being supplied from Departmental stores.

FOG ALARMS.

Cape Race.

Crosby's automatic brought off for repairs. Injector and fittings furnished for boiler at landing.

Cranberry Head.

Steam and air pistons renewed and cleaned and springs re-set. Boiler re-tubed. Ratchet brace and drills and reed box and reed supplied. Engine room floor repaired.

Scatarie.

Patches on bottom of boiler removed, leaks stopped and patches replaced. Twelve new tubes placed in boiler. Steam dome pipe joint made tight and new hand hole door fitted.

Cranberry Island.

A new horizontal boiler supplied by the Truro Iron Foundry Company was sent down and placed. The old boiler was brought off and repaired by Mr. N. Evans

and sent back and all connections made. We have now two good boilers operating the fog trumpet. The engine was brought off, repaired and sent to Yarmouth for the new boilers being set up at that station. Three reed blocks supplied.

Sambro.

On June 15th the fog whistle was discontinued and a bomb rocket signal, fired every 20 minutes, substituted. The operating and condensing boilers are worn out and condemned. The two engines have been brought off and put in order for Chebucto Head. All pipes and fittings will be utilized as far as possible in fitting up the new fog-alarm station at Chebucto Head. The condenser will be brought off the first chance, and disposed of as may be directed. A suitable derrick for firing the gun cotton cartridges and necessary alterations to building for store room, etc, were made at the station.

Cross Island.

The boiler re-tubed. Injector repaired and new pipes, valves, &c., supplied. Leaks under legs stopped. The work of erecting coal shed at landing and building reservoir near whistle house has been deferred until next year owing to pressure of other work.

Cape Roseway.

Boiler re-tubed and pipe connections renewed. Top tube sheet renewed.

Cape Sable.

A new boiler made by W. G. Matheson at a cost of \$1,181.25 has been set up in place of the old one condemned, and all pipes and connections overhauled and renewed where required and the boiler fitted with an injector. Work done by Power Co. Roof of coal shed raised and re-shingled.

Seal Island.

Landing slip repaired and planking renewed. Building painted.

A compound cock and injector supplied to boiler. The spring in swamp enclosed with stone wall.

Brier Island.

A new boiler made by W. G. Matheson has been furnished, the old one having been condemned. All necessary repairs and renewals made to fittings. Work done by W. & A. Moir, of Halifax. A new 10-inch whistle supplied. A new chimney built and necessary repairs made to whistle house reservoir.

Digby.

Two new brass tubes placed in old boiler, and two flanges on steam dome of new boiler made good.

Apple River.

A set of new tubes to old boiler. A new horizontal boiler has been sent to replace the old worn out upright boiler. The machinery to be taken down and abutments built to support them. Wheel barrow supplied. Buildings painted.

Cape d'Or.

All the buildings at this station are old and require extensive repairs. Partial necessary repairs to coal sheds at station and Horse Shoe Cove and reservoir are now being made, and also 1000 ft. 1½-inch pipe is being laid under frost line from spring to reservoir. New set tubes to boiler. One block for valve, one steam gauge, new man hole door, one check valve, oil cup for cylinder and globe valve, supplied.

Meagher's Beach.

An additional brick cistern has been built under engine room and the other two tanks repaired. Additional pipe connections made with boiler, and a new wheelbarrow supplied.

Yarmouth Fog Alarm.

Last year the Department decided to provide this important station with duplicate boilers and, as the one then in use, owing to its worn-out state, was with difficulty kept in condition for service, it was determined to provide two new boilers. On a careful examination of the whistle house, which is an old wooden structure, it was found to be in such a bad state of decay that it was decided to erect a new building for the new boilers. Plans and specifications were prepared at Ottawa for a brick building 57 x 29 x 15 ft. walls, being divided by a cross wall, in the centre, into two compartments, one for an engine room and the other for coal room. The time being too short to ask for tenders and the work including renewals that could not be accurately specified, instructions were given to have the work done by day's work under the supervision of the Superintendent of Lights. Mr. Benj. Williams, builder, of Yarmouth, was engaged as foreman, and materials purchased to the best advantage. The new building has been erected in front of the circular water tank, facing Yarmouth Sound, and is at present in an advanced state toward completion, requiring but a few days work of carpenters to finish the interior of engine room. The two brick cisterns under engine room of old building have been thoroughly repaired and arched over with brick and the arches cemented and fitted with man-holes. Brass pipes laid under ground, lead the water from the large tank and cisterns into engine room of new buildings. A stone wall about 5 feet deep and 12 feet high has been built in front of whistle house to provide a level space in front of building. The large circular tank has been stripped of the decayed plank covering in sides, and the cement coating over brick walls, outside, repaired where required. The entire roof of tank has been covered with Sparham Roofing. The coal supply will be removed from old building into new coal room, and the old buildings torn down and removed. It was intended to build a tramway fitted with steam winch from landing to coal room but as there are difficulties in the way of carrying tramway to boat landing, owing to tidal causes and long rocky shore, it is thought advisable to consider a plan of substituting a derrick, to be operated by steam power to take coal from near high tide mark, and thus save cartage. This is still under consideration.

One new boiler has been placed in position and pipe connections are being made by the Burril Johnson Iron Company, of Yarmouth. This boiler was built by W. G. Matheson, New Glasgow, under contract for \$1181.25. The duplicate boiler is being built by the Pictou Iron Foundry Company and when finished will be sent

down and set up. The old boiler connections will be utilized as far as possible in connecting the duplicate boilers. A Crosby attachment will be furnished as soon as it can be procured from the makers. The operating engine taken from Cranberry Island, and the pumping engine from condensing house at Sambro, have been overhauled and put in thorough order for this station, as they are more powerful and better adapted for the new boilers than were the smaller engines used in the old house. It is expected that the new boiler will be ready to go into operation in about a fortnight's time. The rapidly growing importance of Yarmouth as a shipping port and the frequency of fog on that part of the coast necessitated the large outlay which will result in establishing one of the best fog-alarms at Cape Fourchu equipped with duplicate boilers, Crosby automatic and all necessary machinery of the best description. The total expenditure in connection with the improvements has been \$6,536.74.

Chebucto Head.

In carrying out the scheme adopted by the Department for improving the approaches to Halifax Harbour, plans and specifications for the erection of a steam fog-whistle at Chebucto Head were prepared at Ottawa, and tenders called for. As the lowest tender received was considered too high, and as the site selected for the building presented many difficulties owing to the extremely rugged nature of the granite cliffs, the impediments to landing materials and conveying them to the site, and the probability of unforeseen difficulties arising after the commencement of the work, rendering deviations from the plans and specifications necessary, thereby giving occasion for disputes and charges for extras, or else resulting in unsatisfactory work, the Superintendent of Lights was directed to supervise this work and to employ necessary labour and to purchase materials at the best advantage. In carrying on this work the Superintendent found it necessary to deviate from plans and specifications for reasons hereinafter specified.

Foundation, etc.—At the commencement of this work it was found necessary to change the site from that described in plans and specifications, to a position about 30 feet more southerly, in order to take advantage of the only portion of the cliff running down to the sea at all suitable for the construction of the necessary tramway. The plan shows a natural depression on face of level part of cliff chosen for the site, which would be taken advantage of for position of cistern under engine room. Had this site been adhered to, it would have been impossible to construct a tramway from coal room to landing as it would have to span a chasm, through which the sea rushes in heavy storms, rendering it impossible to construct a tramway that would stand. This change of site rendered it necessary to quarry into the solid cliff to obtain cellar room for cistern. In blasting this rock, dynamite was used, and all suitable stones produced having fairly square faces were used in lower courses of foundation walls. In building walls at this point, solid work was made close in to the faces of excavation, in order to guard against the possibility of water soaking in and injuring the walls. A contractor would have carried the 2-foot walls up straight and filled in at the top, with probably disastrous results later on. In carrying up the back and south walls, two extra courses of cut stone were added for about half the length of said walls. This was done in order to guard against the damaging effects of snow and water coming in contact with the brick walls at these parts, as the snow will

probably collect in heavy drifts between the high cliff in rear of building and the back wall, and in thawing would cause the water to flow along the brick walls. The back and north walls of building have been protected in the following manner. At the back, a portion of the base of the cliff has been blasted out in order to give a northerly slope clear of obstructions, the surface next to wall grouted with concrete, and the whole space between cliff and wall graded with hard earth from reservoir excavation. The hollow on north side of north wall, has been filled up with useless stones from blastings, the face of wall grouted with concrete, and the whole surface graded off, with a good slope, with excavated earth from reservoir. Under all this, a stone pipe drain has been laid through and from bottom of north wall, to face of seaward cliff, to carry off any possible soakage or leakage at any time in the cistern. The uneven bottom of excavation has been grouted level to carry foundation of chimney, cistern and abutment for operating engine, and the remaining space will be filled up with broken stone to the proper level to carry concrete floor of engine room.

Tramway.—In building this it was necessary to blast away a large portion of the brow of cliff facing the coal room, and also to do a good deal of blasting all the way down. The entire length was built with second-hand railway rails, supported on 2-inch iron standards, and braced throughout where necessary. The standards are let into holes drilled 12 inches into the solid rock, and filled around with melted brimstone. This tramway is of a very substantial and permanent nature, and is much preferable to the composite one at first contemplated. In building this tramway much labour and time were consumed, but the result is most satisfactory, in so far as utility, strength and permanency are concerned.

Reservoir.—As described in specification, this work would seem to involve a very moderate expenditure, as it was assumed that the depth of earth from the surface to rock bottom was but a few feet, and that a 2-foot masonry wall would be sufficient to withstand the pressure of water. The depth of soil actually averaged at least $7\frac{1}{2}$ feet, and the earth was found to be nearly as hard as cement, after the top had been removed. To remove this earth much labour was required before the rock bottom was reached. In building this reservoir, the supreme importance of providing a never-failing supply of water for such an important station was kept in view, as in the event of running short during the season of drought in summer, when fogs most prevail, the cost of conveying water to the station from any possible source, and for such large boilers, would be very great, and in any case would probably necessitate the frequent stoppage of the whistle. A reservoir 50 feet square was consequently built.

This reservoir has been filled, and by estimate contained 117,000 gallons. It was found that no actual spring existed, as was supposed, but the water accumulates from soakage, and the extensive watershed which the surrounding cliffs form leads the water into it after each rainstorm. Two such rainstorms recently entirely filled it, so that a constant water supply is assured.

It will be seen by this, that, allowing for thickness of walls, over 22,000 cubic feet of hard soil had to be removed before the rock bottom necessary to ensure a reliable reservoir was reached.

Considering the large body of water to be enclosed and its depth, it became necessary to build a suitable retaining wall to withstand the pressure. Instead, there-

fore, of a 2 foot wall, the wall was built 5 feet thick at the base, tapering to 3 feet at the top on both sides. A batter on the inside was made in consideration of the probability of ice forming on the surface of water in winter. A dry stone wall of similar dimensions was built at the upper end to prevent the earth from above falling in and filling up the reservoir.

Description of Stone used.—The cut or dressed granite used in construction comprises the following:—

One base course for brickwork.

Two extra courses on back and south walls about half their length respectively.

Four door sills.

Six window sills.

Four door lintels.

Six window lintels.

One step to engine room door.

One curb for man-hole of cistern in engine room.

The granite lintels over doors and windows were substituted for brick arches, as they were considered cheaper than turning the arches, especially as suitable granite blocks were on hand.

Instead of galvanized iron roofing and spouting, a slate roof with cast iron spouting has been substituted, and instead of wood mouldings and finish under eaves a brick projection or cornice is provided, so that there will be no exposed wood work to decay.

There yet remains to be done the following: Iron cross rods (already made by Department's blacksmith) to be fitted to strengthen walls and for supports of roof. This is an extra precaution. Cistern chimney and engine abutment to be built, external spaces to be filled up and concrete floor laid. Engine room to be sheathed overhead and closet, bench, basin, etc., fitted up, roof to be slated, spouts fitted, ridge and hip rolls to be leaded, and also edge of eaves under first course of slate leaded. Pipes from down spouts from roof to be connected with reservoir, and overflow from cistern connected with drain pipe. Doors and window sashes to be placed. The sashes are glazed and painted.

Pipe connection between reservoir and cistern and a tramway from building over face of cliff to lighthouse have to be completed. The copper pipe brought off from Sambro is all ready to connect.

When completed this station will probably be one of the best on the coast; and considering the exceptional difficulties in building at such a rugged and comparatively inaccessible place, and the necessary changes made from the original specifications to meet local requirements, the cost will not be considered excessive.

The total expenditure on this work to the present has been \$7,711.55.

The fog-whistle engines brought off when Sambro station was discontinued, have been fitted up for use here, but the boilers being in bad repair two new ones are being made under contract by Mr. John Patterson, of Halifax, at a cost of \$865 each.

BUOY SERVICE.

Owing to an accident to the "Newfield," the "Lansdowne" was employed in taking up the eastern coast buoys for the winter, and later on, in the months of January and February. she was engaged in changing the buoys in Halifax Harbour and approaches, under the supervision of the Inspector of Lights. Both ships have been engaged in placing new coast buoys as ordered, and in changing others whenever opportunities occurred, but the Agent still reports that the ships at his disposal are inadequate to attend to the changing of buoys and moorings as frequently as his instructions indicate and the importance of this rapidly increasing and extensive service demands.

The following is a list of casualties for this year :—

Bell Rock.

The "Lansdowne," under Capt. Dakin, placed an iron buoy on 20th February, 1891, which was reported disappeared on 27th February. She again placed a wooden spar on 1st April, 1891, which was reported disappeared four days later. Both buoys are supposed to have sunk in deep water, in consequence of having been placed too near the edge of shoal water; the rocky nature of the bottom precludes the possibility of grappling.

Canso Automatic.

"Lansdowne" found buoy adrift off N. side of Sable Island, on the occasion of her visit there in January, 1891, with loss of moorings. Buoy recovered and brought in.

Louisburg Automatic.

This buoy was reported "disappeared" in June, 1890. An unsuccessful attempt to recover it by grappling was made by the "Newfield" shortly after. The attempt was renewed this summer, without success. Being short of buoys until late in the season no buoy was moored off Louisburg during the past year.

La Have Bell.

This buoy when changed on 27th February, 1891, was found in a damaged condition, having lost cage and spindle and sustained damages to frame work.

Sou'-West Breaker—Sambro.

Buoy broke adrift in September and was towed into Lunenburg by fishermen. The buoy was brought home by "Newfield" on 24th October, 1891, and \$100 salvage paid for its recovery.

Lockeport Automatic.

Buoy reported disappeared on the 5th January, 1891, by Capt. Hill of SS. "Halifax." Not since recovered. New buoy and moorings placed, 6th April, 1891.

Halifax—Outer Automatic.

Reported adrift 10th September 1891. "Newfield" picked up buoy 10 miles south of Sambro with 28 fathoms chain attached. Loss 17 fathoms. 1½-in. chain, 25 fathoms 4½-in. steel wire rope and a 20 cwt. Trotman anchor. The buoy had been placed on 12th February, 1891.

The following additions have been made during the year :—

Broad Shoal—Off Pennant Point.

In 1878 a No. 1 iron can buoy was moored off this shoal, but broke adrift shortly after. It was not replaced until 9th February of this year. This was done by the Inspector in the "Lansdowne" in response to urgent appeals from residents of Pennant Harbour and vicinity.

North-West Ledge Bell Buoy.

No bell buoy has been maintained at this point since the one which went adrift in 1880 until it was replaced this year by the "Lansdowne" and handed over to the St. John Agency.

Sambro Automatic.

In fulfilment of the recommendations of Mr. Anderson and Capt. Smith for improving the approaches to Halifax Harbour, an automatic whistling buoy was moored near the outer end of Sambro Outer Bank on 31st January, 1891, to act as a fairway buoy in conjunction with the outer and inner automatic buoys, for vessels seeking entrance to Halifax Harbour and to guard vessels from approaching the dangerous reefs off Sambro. The buoy is painted in alternate black and white vertical stripes and is moored in 25 fathoms water.

Lat. N. 44° 21' 30"

Long. W. 63° 30' 15"

Since this buoy was placed most gratifying reports have been received of its usefulness.

St. John Ledge Bell.

A bell buoy has been moored about $1\frac{1}{2}$ miles south westerly from St. John Ledge in the County of Shelburne.

Lat. N. 43° 29' 50"

Long. W. 65° 49' 30"

The buoy is painted red and is moored in 21 fathoms. The iron can buoy hitherto marking this shoal has been discontinued.

Lunenburg Fairway Automatic.

An automatic whistling buoy has been moored off the western entrance to Lunenburg, for the purpose of aiding vessels in making the harbour of Lunenburg.

Lat. N. 44° 17' 0"

Long. W. 64° 11' 25"

The buoy is painted in red and black horizontal stripes.

Isaac Harbour Automatic.

An automatic whistling buoy has been moored outside the shoals and reefs off Isaac Harbour, as a fairway buoy to assist vessels in making Isaac, Country and Fisherman's Harbours and to warn vessels approaching the reefs.

Lat. N. 40° 2' 20".

Long. W. 61° 32' 37".

The buoy is painted red with "Isaac Har." in white letters and is moored in 25 fathoms of water.

HARBOUR BUOY SERVICE.

The following additions have been made to this service since last report:—

Pubnico.

An iron can buoy has replaced the wooden spar on Pubnico Ledge.

Westport.

An iron can buoy has been placed off Dartmouth Point.

East Dover.

One iron can buoy placed off Shag Bay breaker. One wooden spar off outer Garden Shoal. One wooden spar off Callaghan's Island, south end.

Yarmouth.

An iron can buoy to mark Sallows Rock.

Chezzetcook.

Three spar buoys have been placed to mark channel leading into East Chezzetcook.

Petpeswick.

Three spar buoys have been placed to mark channel leading into harbour.

Cow Bay Ledge.

An iron can has been authorized for this place. It will be placed in the spring.

A large number of contracts for harbour buoys service have been renewed at old rates, and several new ones entered into by the Department at Ottawa.

NEW BUOYS FOR STORES.

The following new buoys have been received since last report:—

Three 10-foot automatic whistling buoys made under contract by Messrs. Bannerman & Power, of Ottawa. Cost \$850 each, to which must be added royalty on patent, \$100 each.

Three 10-foot automatic whistling buoys made under contract with W. G. Matheson, New Glasgow, at \$850 each, royalty, \$100 each.

Three bell buoys by Mr. J. Fleming, of St. John, at contract price of \$945 each. One of them was delivered in St. John for N. West Ledge off Brier Island.

There were also imported from Messrs. Timothy Parks & Son, for buoy mooring, 360 fathoms $1\frac{1}{4}$ inch close link chain; 90 fathoms 1-inch close link chain.

A number of granite mooring stones have been purchased, and have been fitted with eyebolts by the agency blacksmith. These stones have been found very satisfactory in mooring large automatic and bell buoys in many places, and cost much less than Trotman anchors.

NEW BRUNSWICK LIGHTHOUSE DIVISION.

This division is under the charge of Mr. J. H. Harding, agent of the Department at St. John, and comprises all the lighthouses, fog-signals, buoys and beacons and other aids to navigation on the coasts and rivers of the Province of New Brunswick. It also includes the charge of some large buoys on the Bay of Fundy coast of Nova Scotia, which are attended to by the "Lansdowne," with headquarters at St. John. There are now in operation in this division 112 lighthouses, 1 lightship, 12 steam fog-alarms, 1 signal-gun, 4 automatic whistling-buoys, 3 bell buoys and about 480 other buoys.

During the past year Mr. James Mitchell, who was Superintendent of Lights in this agency, at a salary of \$1,200 per annum, was superannuated on account of age, and the office has been abolished.

The harbour and river buoys are maintained under contracts for a period of three years, and the agent reports that this arrangement has produced a saving to the Department, and gives general satisfaction.

NEW LIGHT.

Bridges Point.

The only new light established in the New Brunswick Agency during the past season was a small river light on the east side of the St. John river, at Bridges Point, in the county of Sunbury. The light is fixed white, elevated 45 feet above the ordinary high water, and should be visible over an arc of 180° between the bearings of N. W. around by E. to S.-E., for a distance of twelve miles. The tower is a square wooden building, painted white, with lantern roof red, resting on a square cribwork block. It is 30 feet high from the block to the vane on the lantern. The erection of the building was carried out under contract by Mr. Frederick W. Bailey, of Sheffield, for \$439.

REPAIRS AND IMPROVEMENTS, &C.

The following is a synopsis of the principal repairs and improvements effected at the lighthouse stations in this division.

Anderson's Hollow.

This lighthouse was damaged by a heavy storm during the season, and the necessary repairs were made by Mr. Anderson at a cost of \$23, and the building was painted. It is now much stronger and safer in case of a heavy storm.

Beaver Harbour.

\$88.91 were expended in repairing the tower and deck of the lighthouse during the year. The building required painting, this the keeper was directed to do, and paint and oil had been supplied for this purpose. \$30 were allowed the keeper for opening up and repairing the road from the public road to the lighthouse.

Big Duck Island Fog-alarm.

The dwelling house at this station being altogether too small for the needs of the engineer, and additional accommodation for coal being also required, plans and

specifications for the necessary additions have been prepared and tenders have been invited for the necessary work. Repairs will also be required to the derrick and reservoir, which will be made under the direction of the Department.

Belle Isle Bay Range.

The range lights established at the public landing in the Belle Isle Bay, as described in last year's report, were during the past season altered by Mr. Israel Noble, at a cost of \$46.75, so that the front light would answer as a guide up the Bay, and obviate the necessity for the light at Hatfield Point; this last-mentioned light will consequently be discontinued from the opening of navigation next year.

The front light of the Belle Isle public landing range, as at present established, will be fixed white shown from a lantern hoisted on a mast 45 feet high. It will be elevated 50 feet above the water and should be visible in the line of range as formerly and for 5 miles from all points of approach between the bearing of N. E. through N. to S. W.

The back light will be in future fixed red instead of fixed white. In other respects it will be unchanged, and the range lights will be used in the same way as formerly.

Belloni Point.

The keeper built a small shelter shed at this station without authority at a cost of \$13.60.

Cape Enragé.

Mr. Daniel Tingley erected a new coal shed at the fog-alarm at a cost of \$147.

Dipper Harbour.

An additional window was put in the lantern at a cost of \$24, which appears to be a great advantage in making the inner harbour.

Grindstone Island.

The fog-alarm at this station consists of two Holmes trumpets of very intricate make, and not sufficient as sound producers, consequently one of the Neptune fog-horns was taken to the station, but it was deemed desirable to provide a new fog-alarm building to contain it, as the present building is in a bad position. Plans and specifications for the new building have been prepared and tenders invited. It is proposed to erect it on the present site of the lighthouse, the light building being removed nearer to the dwelling to make room for it. This change is desirable so that no building or other obstruction will stand between the fog-alarm and the water in any direction in which the sound is required.

Goose Lake.

Mr. Joseph Wilson built a fence and boathouse at a cost of \$166.

Grand Harbour.

There was an expenditure of \$71.69 at this station to repair the damages caused by the heavy gales last winter washing away a portion of the protection to the lighthouse and damaging the building.

Head Harbour.

One of the fog-alarm boilers having given out last year a new boiler was made under contract by Mr. James Fleming of St. John at a cost of \$505.

Letête.

This fog-alarm station is in good order. Some small repairs to the buildings will be performed by the keeper, the Department furnishing materials. Repairs were made to the piston rod of the engine by the Truro Foundry and Machine Company amounting to \$75.65.

Machias Seal Island.

A new boiler was supplied to fog-alarm, built by Mr. Matheson of Pictou at a cost of \$1181.25, delivered in St. John.

A large part of the railway track was carried away during a heavy storm last winter. Tenders received for repairs being considered too high the work was done by day's labour, the material and labourers being sent from St. John. The total cost of this work and of building a water tank under the keeper's dwelling was \$420.42.

McMann's Point.

The lighthouse at this station was moved from where it formerly stood 50 feet back, and placed on a stone foundation. The cost of moving the building, including repairs was \$95; in addition to this amount the site was purchased by the Department for \$30, making a total expenditure of \$125. The station was also painted.

Partridge Island.

The dwelling house owned by the Department, and formerly occupied by Mrs. Doherty, was repaired by Mr. James Wilson, the light keeper, at a cost of \$199.09. This building is now occupied by the light keeper as a dwelling; the house formerly occupied by him having belonged to the Department of Agriculture who required it for quarantine purposes.

Swashway.

It was found necessary during the past season to replace the range lights at the Swashway by new buildings, and advantage was taken of the opportunity to improve the character of the lights so as to make them more powerful and better proportioned in height to give a good range, and the buildings so as to make them more conspicuous as day marks.

The new towers are skeleton wooden buildings, square in plan, with horizontal slatwork on their seaward faces, and sheds at their bases, each entire structure painted white. The illuminating apparatus in each case consists of a locomotive reflector lantern hoisted to the top of the tower between the posts. Each light is fixed white, catoptric, and shows only over a small arc in the line of range. The front tower stands on the east shore of the island $1\frac{1}{2}$ miles from its south end, on ground 6 feet above high water mark, and 100 feet back from the shore line. It is 46 feet high from base to summit. The light, elevated 47 feet above high water mark, should be visible 12 miles. The back range light building stands 1220 feet

W by N $\frac{1}{4}$ N from the front one, and is 71 feet high. The light is elevated 72 feet above high water mark and should be visible 14 miles.

Southern Wolf.

The wharf and landing amaged by a heavy storm last winter have been repaired, cost \$94. Some plastering and other repairs inside the lighthouse building were to have been carried out last season, but for the material for this work having been carried away by the same storm that damaged the landing, they must remain over until next year.

Tabusintac.

The chief engineer of the Department visited this station last autumn and reported that in consequence of the shallow water in the Gully the range lights were of no further value in their present positions, but he recommended that they should be transported to the mainland and used as an inner range at Neguac Gully. Tenders for doing this work have been invited.

William's Landing.

The new mast and shed required to replace those carried away, as reported in last year's report, have been provided at a cost of \$25, and a boat furnished at a cost of \$12.

BUOYAGE.

The buoy service in this agency has been augmented by placing an automatic whistling buoy, of the Courtenay pattern, off the south-east end of the South Wolf Island, in the Bay of Fundy. This buoy is painted black, with the name "S. Wolf" on it, and is moored in 52 fathoms.

The gong on the bell-buoy boat off Partridge Island having cracked through long service, a new gong was supplied, at a cost of \$188. The hull of the boat received a general overhauling, and she was supplied with a new mooring chain, and painted.

The following buoys belonging to the Nova Scotia Agency were put under the care of the New Brunswick Agency, viz.: Bell buoy off the North-West Ledge, automatic buoy at Lurcher and the Trinity buoy. This latter buoy broke its mooring chain and went adrift; it was secured by Alex. Forbes and others, their salvage charges were paid, amounting to \$150, and the repairing of the buoy cost \$112.

Another bell buoy was moored in the same place, as soon as the loss of the first was made known.

Shippegan.

Two new iron can buoys were supplied to Miscou Harbour, and one for Big Shippegan Gully, also one for the north entrance to the same harbour. These were added to the list of Mr. Degrace the contractor, he being allowed an addition to his contract of \$30 for taking charge of these additional buoys.

Musquash.

It was found necessary to supply seven new spar buoys for Musquash Harbour, which were placed during the present season under the direction of the Harbour Master.

Escuminac.

A new can buoy, painted black, was moored in 5 fathoms on the outer edge of the Reef off Escuminac Point, entrance to Miramichi Bar, in the county of Northumberland, during the past season.

Neguac.

Romain Savoy was allowed \$5 for changing the buoy at this place, and doing away with the outside can buoy, changing the colour of the inside buoy to black instead of red, and changing it from the port to the starboard side of the entrance, and maintaining two additional spar buoys between the entrance buoy, and the inside of the bar, which allowance he is to receive annually.

Nappan River.

Buoys were ordered to be placed on this river leading from the Miramichi River up to the mainland.

Shediac.

A change was made in the position of the buoys at the entrance to this harbour at the suggestion of the Harbour Master, which it is considered will prove of advantage to vessels arriving and departing from the port.

The change consists in marking the Medea Rock by an iron can buoy, coloured for middle ground, moored in 8 feet water, and by marking the south east turn by a wooden can buoy painted red, moored in 18 feet water.

St. John River.

The contract for placing and lifting, &c., of buoys was let to Thomas F. Granville, for three years, at \$215 per year.

Beaver Harbour.

An iron can buoy was placed on the west side of the middle ground, in the place of the spar buoy, to mark this dangerous reef.

Grand Manan.

An iron can buoy was placed on the south west ledge of Big Duck Island, instead of the spar buoy, which was not sufficiently conspicuous to be seen in the surf that rolls over this ledge. A large ship was wrecked on this ledge during the summer, and the steamer "Lansdowne" has to pass this ledge in delivering the supplies of coal to the station. The coast buoys in the Bay of Fundy are attended by the steamer "Lansdowne."

PRINCE EDWARD ISLAND LIGHTHOUSE DIVISION.

This division is under the charge of Mr. Artemas Lord, Agent of the Department at Charlottetown.

In it there are 52 lights and 1 steam fog horn, under the charge of 39 keepers. There is one automatic whistling buoy and one bell buoy in this agency. The majority of the lights are situated on headlands and serve the general purposes of navigation, the remainder being harbour lights intended particularly for the benefit of fishermen. Thirty-five harbours in this province are buoyed by the Department under contract, the buoys being under the general supervision of the agent.

The lights were as usual inspected during the summer season by the agent in the Government schooner "Prince Edward" which also delivered the lighthouse supplies. The agent reports a continued and increasing endeavour on the part of the lightkeepers to keep up the required efficiency.

REPAIRS AND IMPROVEMENTS TO LIGHT STATIONS.

The following is a statement of the more extensive repairs and improvements made at the several stations during the past year. In addition to those mentioned ordinary repairs and replacing of supplies were made and painting done wherever required.

Blockhouse Point.

The pitch and gravel flat roof on the dwelling was removed and replaced by a deck of cotton duck, under the direction of Mr. Walsh, who is permanently employed as lampist and mechanic in this agency. A door into the roof was removed and the western side of the tower wall was re-shingled. The whole building was painted two coats.

Cape Egmont.

The lamps at this station, which were suspended from a central shaft, were removed and placed on shelves close to the lantern glass, for the purpose of preventing to a certain extent interference with the light by the lantern sash bars.

Reports received from vessels indicate that the light has been strengthened by the change.

Cape Bear.

Leaks in roof repaired. Cellar floor removed. Chimney above the roof repaired. Corner casings of the tower removed and the shingling carried out to the corners. Plaster repaired and finished.

Darnley Range Lights.

In consequence of a change in the channel at the eastern passage over the bar at the entrance to Malpeque Harbour it was necessary to move the range lights established in 1889 at Darnley. The outer or front range light was moved 230 feet SW by $W \frac{3}{4} W$ from its old position, and the back light was moved so as to stand 1,340 feet SW by S from the front one. New lanterns were also provided for this range so as to enlarge the arc of visibility, the lights now showing not only in the line of range but also north westerly along the north bar at the entrance to Richmond Bay.

Georgetown Inner Range.

The mast on Westaway's farm, which served for the inner range light at Georgetown, has been replaced by a square wooden tower, painted white, surmounted by a galvanized iron lantern, the whole 46 feet high from the base to the vane on the lantern. the light is fixed white, catoptric, elevated 62 feet above high water mark, and should be visible 12 miles in the alignment and also across the harbour to Georgetown.

Indian Point.

The breakwater at this station received extensive repairs to remedy encroachments by the sea. The expenditure for labour in connection with this work was \$108.30.

New London.

During the past winter the range lights at New London, on the north coast of Prince Edward Island, were moved, for the purpose of bringing them nearer the channel and placing them in positions where they would be more useful in making the harbour. This work was done under contract by Mr. James Barclay, of O'Leary, for the sum of \$110. It has also been found necessary to increase the size of the brush and stone protection work to the back range light, and the necessary work is being done by Mr. Jonathan Delancy. The front range tower was moved a distance of about 200 feet S.S.W. from its former position on the sand beach, to the outer end of the breakwater, on the north-west side of the entrance to the harbour. The light is, as formerly, fixed, white, catoptric, elevated 24 feet above high water mark. The upper part of the wooden tower is enclosed and painted white, the open posts and framework below are brown. The back range tower was moved about 200 feet south-westwardly and now stands on the beach about 1,500 feet south-west from the front one. The light is fixed red, catoptric, elevated 45 feet above high water mark.

The square wooden tower, with dwelling attached, stands upon a cribwork foundation, and is painted white, surmounted by an iron lantern, painted brown. The lights should be visible about 7 miles to seaward between Sims Point on the west and the sand hills on the east side of the harbour, in one bearing S.W. they show the best water over the bar at the entrance to the harbour, but the back light must be opened to the seaward of the front one when abreast of Sims Point, to clear the rocky shoal off that Point.

North Rustico.

Further repairs were required at this station in consequence of the breastwork being damaged during a storm by timber belonging to the Public Works Department swept off the breakwater upon which it had been piled for the winter, and lodging against the brush and stone protection work of the pier, during the severe gales of the beginning of September, 1890, the cost of repairs was \$75.

St Andrew's Point.

A new 4-foot square galvanized iron lantern, made by Mr. Walsh, was placed on the tower here instead of the old cast iron lantern, which had been rusted out.

BRITISH COLUMBIA LIGHTHOUSE DIVISION.

This division comprises all Canadian waters on the Pacific coast, and is under the charge of Mr. Herbert G. Lewis, agent of the Department at Victoria.

There are in it 13 lighthouses and 2 lights on buoys, under the charge of 14 keepers, who provide the necessary assistance, and who also have charge of 4 steam fog alarms and 4 fog bells run by machinery. The lighthouses and fog alarms were inspected during the season by the agent and by the officers of the Dominion steamer "Sir James Douglas," which is the lighthouse tender for the province. This vessel having, however, been found insufficient for the requirements of the service a new steamer, the "Quadra," was built on the Clyde to replace her.

SPECIAL INSPECTION BY THE CHIEF ENGINEER.

In view of the rapidly increasing importance of the shipping interests of the Pacific province it was deemed desirable to send Mr. Wm. P. Anderson, Chief Engineer of this Department, to make a special inspection of the waters of that province, and he spent the months of April and May in visiting all existing light stations and in carefully examining the vessel routes in British Columbia. He was instructed to pay special attention to the requirements of navigation in the following particulars:—

1. Needs of deep draft vessels crossing the Pacific to Vancouver harbour.
2. Needs of the northern trade between Victoria, Queen Charlotte Islands, Port Simpson and Alaska.
3. The local needs of the ports of Victoria, New Westminster, Vancouver and Nanaimo. Special reports have been made by the Chief Engineer on all these points, and as a result of his visit important improvements are being gradually carried out in the system of lighting, establishing fog alarms, placing buoys and beacons and other aids to navigation.

NEW LIGHTS AND FOG ALARMS ESTABLISHED DURING THE PAST YEAR.

Yellow Island.

In last year's report it was stated that a lighthouse was being built on Yellow Island, in Baynes Sound. This lighthouse having been taken out of the contractor's hands and completed by the officers of the Department the light was put in operation on the 1st January, 1891. It is a group-flashing white light, showing three bright flashes, with intervals of 15 seconds between their points of greatest brilliancy, followed by an interval of 30 seconds, during the greater part of which the light is eclipsed, thus completing a revolution in one minute. It is elevated 120 feet above high water mark, and should be visible 17 miles from all points seaward, except where intercepted by the trees and high land of Denman and Hornby Islands. To clear Maple Bank, in Baynes Sound, the light must not be brought to bear to the northward of E. by N. $\frac{1}{2}$ N., while the light bearing S.W. will clear the dangers off the south-east point of Hornby Island.

The tower is a wooden building, square in plan, and with the dwelling attached is painted white; the iron lantern surmounting it is red. The height from the base to the vane on the lantern is 55 feet.

Carmanah.

The lighthouse and fog alarm building which were being erected under contract at Carmanah on the south coast of Vancouver Island, at the west extremity of the Strait of Juan de Fuca, were satisfactorily completed, and the station was put in operation on the 15th September last. The light is a group-flashing white light, showing three bright flashes, with intervals of 15 seconds between their points of greatest brilliancy, followed by an interval of 30 seconds, during the greater part of which the light will be eclipsed, the light thus completing a revolution in one minute.

It is elevated 173 feet above high water mark, and should be visible 19 miles from all points of approach by water. The lighthouse is built on land 136 feet above high water mark, on the extremity of the point, immediately to the westward of the Indian village of Carmanah, and two miles W. by N. $\frac{1}{2}$ N. from Bonilla Point. It is a wooden building; both tower and attached dwelling are painted white, and the iron lantern surmounting the tower is red. The height from the base to the vane on the lantern is 46 feet. The fog alarm building is of wood, painted white, with unpainted shingled roof, and stands immediately in front of, and a little lower than the lighthouse tower, facing S. by E. $\frac{1}{2}$ E. The horns, which are in duplicate, are 125 feet above high water mark. The fog alarm will be a single blast of 6 seconds' duration, with intervals of 24 seconds between the blasts, in other words, one blast every half minute. The fog alarm machinery consists of a horn operated by steam and compressed air, and is in every respect in duplicate, so that in the event of one machine or boiler breaking down the other can be used without delay.

During the past season a telephone line has been completed from Victoria to Cape Beale light station, following the coast through Port St. Juan, and Carmanah, with stations at Port St. Juan, at Carmanah lighthouse and at Cape Beale lighthouse. A flag signal has also been established at Carmanah lighthouse for communicating with passing vessels by the international code of signals, and printed regulations have been issued covering this service, which it is hoped will be of great service to all British Columbia shippers, and will facilitate towing in of sailing vessels.

The total expenditure in connection with the establishment of this station has been \$15,220.89.

Pin Rock buoy.

Complaints having been made of the difficulty of entering Victoria Harbour at night, in consequence of the glare of the electric lights rendering the buoys invisible, a hand lantern showing a fixed white light at an elevation of 8 feet above the water was attached on the 1st October last to the framework beacon of the platform buoy which marks Pin Rock, in Victoria Harbour. This was done because a similar light on the Shoal Point buoy, in the same harbour, proved very satisfactory, and reports received since the establishment of the new light proves that it is rendering good service, and it will consequently be maintained regularly.

PROPOSED IMPROVEMENTS.

Turn Point and Patos Island.

In last year's report it was stated that an appropriation would probably be made by the United States Government for the establishment of lights and fog alarms at these two important points. Since then the Department has learned with pleasure that a liberal appropriation has been made, and preliminary plans have been prepared and submitted for the approval of the Lighthouse Board, at Washington; it is consequently presumed that the buildings will be erected and in operation without undue delay.

Fraser River entrance.

The re-survey of the Fraser River, for which \$500 were voted in last year's estimates, was duly completed by Mr. F. C. Gamble, and a plan submitted, from which a chart was prepared and forwarded to the local authorities in September last. The new survey showed a least depth of 13 feet at low water spring tides, between New Westminster and the Gulf of Georgia, equivalent to 27 feet at extreme high water spring tides. In reducing the work for publication it was necessary to omit some of the soundings shown, and in doing this it unfortunately occurred that at one point soundings showing the best water were omitted, so that at Garry Point it appeared that a channel with only 9 feet at lowest water existed. Since this was ascertained the charts have been corrected and the defective ones, recalled.

During the past season eight iron can buoys have been made at a cost of \$2,372, and furnished for use on the Fraser River. A bell buoy has also been manufactured by the Albion Iron Works of Victoria, at a cost of \$1,550, which it is intended to moor at the mouth of the river outside the Sand Heads, as soon as the "Quadra" is commissioned. This buoy was too large for the "Douglas" to handle, and consequently it was necessary to delay placing it until the "Quadra" would be commissioned.

In May last three beacons, each consisting of a cluster of three piles surmounted by a cross 8 feet wide by 8 feet long, were driven on the edge of Sturgeon Bank. Each structure stands 11 feet above high water mark, and is painted black. The most southerly beacon is on the south-west extreme of Sturgeon Bank, immediately to the northward of the discontinued south channel of the Fraser River. The middle beacon is on the edge of the bank $2\frac{7}{10}$ miles to the northward of the northerly Sand Heads buoy, and the most northerly beacon is on the north-west extreme of the bank three miles southward from Point Grey. The Department has learned that this last-named beacon has been carried away since it was placed.

The tide gauge alluded to last year at the entrance to the river, has also been placed, and observations have been taken with a view of ascertaining the fluctuations in the level of the river.

The agent has been instructed to drive piles in the North Fork of the Fraser to indicate the best channel for light draft steamers as soon as convenient, at an estimated cost of \$500.

Brotchy Ledge.

The agent has been instructed to build a large stone beacon on Brotchy Ledge, during low water spring tides next season, and enquiries are being made as to the feasibility of lighting this beacon at night by means of incandescent lamps, connected through a submarine cable with the electric light plant in the city of Victoria. It is thought that this improvement, especially if the beacon can be lighted without requiring the constant attendance of a keeper, will greatly increase the facility of entrance to Victoria Harbour.

Kelp Reefs.

The agent has been instructed to have a stone beacon erected on the outermost Kelp Reef during low water spring tides, next season. This beacon will be made large and surmounted by a slatwork so as to be as conspicuous as possible.

Active Pass.

The fog bell at this station has not given satisfaction, and the Chief Engineer has recommended the establishing of a steam fog alarm for the convenience of the large traffic using the Active Pass route between Victoria and Vancouver, although he reports unfavourably on this route for heavy draft vessels, especially in thick weather. An additional half acre of land has been secured, including a suitable site for a fog alarm building, and an appropriation for this expenditure will probably be asked next session.

Entrance Island.

A dioptric apparatus with a red sector to cover Gabriola Reef, has been ordered from England for this station, and the advisability of establishing a steam fog horn here is now under consideration.

Nanaimo Harbour.

Some method of facilitating approach to Nanaimo at night being required by the numerous vessels now running there for coal, the matter has been under the consideration of the Department since Mr. Anderson's visit, and the agent has been instructed to place lights on two of the platform buoys in the harbour, similar to those which have given great satisfaction in Victoria harbour. It is thought that these buoy lights will be preferable to any system of harbour lights on land, as the only two available points are at some distance from the channel, with outlying reefs between.

REPAIRS TO EXISTING STATIONS.

Race Rocks.

The boiler of the steam fog whistle having been condemned a new boiler was constructed under contract by the Polson Iron Works of Toronto, they being the lowest tenderers, and has been placed in the fog whistle building. Contract price for the boiler delivered in Victoria was \$868.50. It has been decided for the sake of increasing the efficiency of the station, to put in a duplicate boiler in case of accident, and tenders are now being asked for this work. The whole of the interior of the fog alarm building has been refitted to receive the new boilers. An old stone tank in the engine room was pulled down, and two iron tanks put in its place.

Cape Beale.

The tramway from the landing to the lighthouse was repaired and partly rebuilt in July last by the crew of the "Douglass," with the assistance of four labourers, and the trail from the light station to Bamfield Creek was at the same time cleared of underbrush. A porch was built at the back door of the dwelling, and some minor repairs made.

Yellow Island.

When this station was inspected by Mr. Anderson in May he found that several parts of the building were not in accordance with the specification, and instructed the agent to take a carpenter and mason up and have the defects remedied, which was done at the expense of the contractor.

Point Atkinson.

Steps from the landing to the lighthouse have been rebuilt.

Sand Heads.

Two additional dolphins were driven close to the iron base of the building to prevent ice and logs from striking it.

Minor repairs and necessary painting were executed at all stations which required them, in the ordinary manner.

BUOYS AND BEACONS.

The Sand Heads, Fraser River, buoys are kept in position by the snag-boat "Sampson".

Rosenfelt Rock.

In consequence of the disappearance of the wreck of the ship "John Rosenfelt" from the reef off the east coast of Saturna Island, in the Straits of Georgia, the extremity of the reef has been marked by a large iron black conical buoy moored in 12 fathoms.

Sydney Channel.

A spar buoy, painted in alternate red and black horizontal bands, was moored last March in 16 feet water, on the more south-easterly of the two rocky patches off the north-west part of Sydney Island in Sydney Channel.

Nanaimo.

A red spar buoy has been moored on the edge of the bank on the north side of the middle ground, off the Vancouver Coal Company's southern most shed in Nanaimo Harbour.

The beacon on Beacon Rock having been carried away the rock is now marked by a platform buoy, similar to the others in that harbour.

Buoys in northern waters.

Advantage was taken of Mr. Anderson's trip to the north in the steamer "Sir James Douglas" to establish the following spar buoys:

1. A red buoy on the northernmost extreme of the sand bank off the mouth of Nimpkish River, opposite Alert Bay, in Broughton Strait.

2. A red buoy off Ledge Point in the same waters.

3. A middle ground buoy on Dall Patch, in Seaforth Channel.

4. A small black spar buoy at the entrance to Ecstall Inlet, in Port Essington, Skeena River. This buoy has not proved satisfactory, as the strong current usually carries it under.

5. A black spar on the south-eastern extremity of Tugwell Island Reef.

6. Three small spar buoys in Metlah Catlah Bay. These buoys have since been reported adrift.

7. A red spar on the south-west extremity of Hodgson Reefs.

8. A middle ground spar on the Sparrowhawk Rock, south of Finlayson Island, Chatham Sound.

9. A red spar in the Dead Tree Point channel, at the entrance to Skidegate Inlet. This buoy also has since been reported adrift.

Goose Spit Beacon.

A wooden pyramidal beacon 32 feet high, painted black, was erected in July last by the crew of the "Douglas" on the extremity of Goose Spit, at the entrance to Port Augusta, Baynes Sound.

Sisters Beacon.

A similar beacon, 42 feet high, was similarly erected on the easternmost of the Sisters Rocks, in Stevens Passage, west of Lasquita Island, Strait of Georgia.

The total cost of maintaining the lights, fog alarms, buoys and beacons in the Province of British Columbia, for the fiscal year ended 30th June last, was \$7,251.55, and the expenditure on account of construction of new stations was \$10,258.80.

CHANGES IN LIGHT-KEEPERS.

The following changes in the List of Light-keepers appointed throughout the Dominion, have taken place during the year ended 1st December, 1891 :—

LIGHTS ABOVE MONTREAL.

Name of Keeper.	Name of Station.	Date of Appointment by Order in Council.	Salary per Annum.	Remarks.
		1891.	\$	
Thos. Darling.....	South East Bay, Muskoka	Jan. 31..	60	Succeeded M. Howe, left locality.
Allan Collins.....	Christian Island.....	Mar. 25..	425	Exchanged with J. Hoar, now keeper of Hope Island light.
John Hoar	Hope Island.	do 25..	450	Exchanged with A. Collins, now keeper of Christian Island light.
Jas. Burlingham....	Point Peter Fog Alarm	do 26..	650	Increase of \$250 on assuming charge of new fog alarm, in addition to his duties as light-keeper.

LIGHTS ABOVE MONTREAL—*Continued.*

Name of Keeper.	Name of Station.	Date of Appointment by Order in Council.	Salary per Annum.	Remarks.
		1891.	\$	
R. W. Winthrop....	Deschenes Rapids.....	April 13..	100	Succeeded Thos. Graham.
John A. Innes.....	Port Dover.....	May 26..	260	Succeeded C. Morgan, resigned.
Alphonse Blondin...	Lachine Pier	June 6..	200	Succeeded C. L. dit Parisien, superannuated.
D. B. Hawkins	Peninsula Harbour, Algoma...	Aug. 31..	400	New light.
H. R. A. Ely	Pole Light, Wiarton.....	Sept. 4..	50	do
H. E. Matthews.....	Long Point.....	do 21..	400	New fog alarm.
Tancrede Leblanc...	McKie's Point.....	Oct. 14..	175	Succeeded Alex. McDonald, superannuated.

QUEBEC DIVISION.

Elzear Heppel.....	Bicquet Light and Fog Alarm.	April 17..	700	Provides assistant. Succeeded E. Parent, deceased.
N. Arsenault.....	Etang du Nord.....	July 21..	350	Succeeded T. O'Brien, deceased.
Alex. Poitras.....	Bersimis Range Lights...	Sept. 21..	100	New lights.
Paul Salvail, jr.....	Isle à la Pierre.....	Oct. 9..	220	Succeeded W. Matte, jr., superseded.
C. E. Forgues	Perroquet Island.....	do 9..	600	Succeeded H. de Puyjalon, resigned.

NEW BRUNSWICK DIVISION.

Burton McNichol...	Bliss Island.....	Jan. 31..	300	Succeeded C. McNichol, deceased.
Miles McMonagle...	Oromocto Shoals.....	May 26..	80	Succeeded W. Rutledge, superseded.
Norman B. Jones...	Oak Point, St. John River....	Oct. 9..	80	Succeeded Z. Jones, deceased.
A. Bridges.....	Bridges Point	do 9..	80	New light.
Jude Robichaud....	Richibucto Beacons	Dec. 5..	200	Succeeded P. Leger, deceased.

NOVA SCOTIA DIVISION.

L. S. Nickerson.....	Wesses Lodge Lightship....	Jan. 31..	500	Succeeded J. R. Kenny, superseded.
M. McFadyen.....	Mabou Range Lights.....	April 17..	50	Succeeded A. McLean, left locality.
Alfred Brownell....	Cold Spring Head.....	May 26..	100	Succeeded J. H. Brownell, resigned.
Burton Wheadon....	Walton Harbour	do 26..	125	Succeeded A. McN. Parker, deceased.
Geo. A. Briggs.....	Apple River.....	Dec. 5..	200	Succeeded A. McCullough, resigned.

BRITISH COLUMBIA DIVISION.

F. M. Eastwood....	Race Rocks.....	Jan. 31..	1,200	Provides assistant. Succeeded W. P. Daykin, transferred to keepership Carmanah light.
R. S. Jones.....	Sands Head	May 1..	900	Succeeded J. R. Wick, deceased.

OIL.

A contract was entered into two years ago with the Imperial Oil Company of Petrolea, Ont., for the supply of petroleum required for lighthouse purposes, and oil was delivered during the past year under that contract at the following rates, viz:—

Delivered at	Per gallon in barrels. Cents.	Per gallon in cases. Cents.
Sarnia.....	15½	21
Hamilton	17½	22½
Kingston.....	18½	23½
Montreal	18½	23½
Quebec.....	19	24
St. John, N.B.....	19½	24½
Pictou, N.S.....	20	25
Halifax.....	19½	24½
Charlottetown, P.E.I.....	20½	25½

By the terms of the contract the oil is required to be of the best quality of standard white extra refined petroleum, free from acid or other impurities, to weigh at 62° Fah. not less than 7·85 lbs. nor more than 8·00 lbs. per gallon; to withstand a flash test of 115° Fah. by the standard pyrometer, and in all other respects to comply with requirements of the Petroleum Inspection Act. The oil is required to be delivered partly in barrels and partly in cases; barrels to be of the best quality, new, iron-hooped, made of white oak, prepared inside with liquid glue and painted outside; the cases to contain each two cans, each can containing four to five Imperial gallons; cans to be made of best brand of charcoal tin.

The quantity supplied to the lights above Montreal during the past fiscal year was 18,928 gallons; to the lights in the Quebec district 23,899 gallons; to the Nova Scotia district 52,765 gallons; to the New Brunswick district 10,351 gallons; to the Prince Edward Island district 6,624 gallons, and to British Columbia 4,520 gallons; making in all 117,187 gallons.

The oil for British Columbia is American; it has been found that it is in the public interest to purchase high test oil of that description for the lights in that province. A quantity of American oil was also purchased for the service of the dioptric lights as the Canadian oil is not found to be very suitable for such lights. The expenditure for oil for the past fiscal year was as follows: Above Montreal, \$3,606·48; Quebec, \$4,582·35; Nova Scotia, \$12,927·51; New Brunswick, \$2,636·85; P. E. Island, \$1,561·02; British Columbia, \$1,123·00; total, \$26,437·20.

DOMINION STEAMERS.

The steamers under the control of this Department consist of the screw steamer "Newfield"; the "Druid," paddle wheel; the "Lansdowne," screw; the "Alert," screw; the "Stanley," screw, and the "Bayfield," screw, and the small steam launch "Dolphin," employed at Quebec in connection with the River Police Force, and also the "Quadra," a new steamer, screw, and the "Sir James Douglas," screw, with her small steam launch tender.

NAPOLEON III.

The Government steamer "Napoleon III," belonging to the Quebec district was wrecked on the 18th of October, 1890, by grounding on a flat rock at the entrance of Little Glace Bay during a heavy gale. It was deemed advisable to raise and repair her, and a contract was accordingly entered into with Messrs. McDonald & Co. of Halifax to float and repair the vessel. This contract was not carried out as on the 2nd of December last a terrific gale so completely wrecked the hull that it was not considered possible to repair it. The machinery and boilers were taken out by the contractors, who have made a claim for saving them, which claim has not been settled as yet. The machinery was found to have sustained very little damage. Tenders were called for the purchase of the machinery and hull separately, but as none of the offers were satisfactory no tender was accepted. The machinery has been carefully overhauled and cleaned and is now in good condition if required for another vessel. It has been removed to Halifax, together with the boilers, and stored on the premises of the Marine Department at that port. The hull of the steamer is now lying where the vessel was wrecked; steps have been taken to dispose of it, and one or two offers are being considered.

DRUID.

The steamer "Druid" was employed during the past year in attending to the gas and other buoys in the River St. Lawrence and supplying a number of the river lights. During the past fiscal year the sum of \$2,262.42 was expended in repairs to the hull and engines of this vessel. A new row boat was placed on board the "Druid" during the season. This steamer requires new cylinders and air pumps, the estimated cost of which would be from \$6,000 to \$8,000. As a large outlay has already been made in recent years on this boat for repairs in order to keep her in suitable condition for the service of the Department, it has been considered more in the public interests to offer her for sale than to make extensive repairs now to the machinery. Tenders for her purchase have accordingly been invited, up to the 5th of February, 1892. The "Druid" is an iron paddle wheel steamer of the following dimensions: length, 160 feet; breadth, 26.6 feet; depth of hold, 9.6 feet; gross measurement, 239 tons; draught with bunkers filled, 7 feet 6 inches. Her furniture has been removed, a careful inventory taken, and is now stored at Quebec. The average number of her officers and crew was 21 in all, and the cost per diem per man for provisioning the vessel was about 39 cents.

NEWFIELD.

The steamer "Newfield" was engaged from the 2nd of August, 1890, to the 1st of October in cable service for the Public Works Department and from the 14th October, 1890, in lighthouse and buoy service on the Nova Scotia coast and the North Shore of New Brunswick. On the 10th December, 1890, while returning from Brier Island to Halifax the powder magazine exploded, tearing up the deck and part of the port side of the ship, breaking deck-beams and completely wrecking all the forward part of the ship. One man was killed and six injured, two of whom afterwards died in hospital, at Yarmouth, N.S. A careful inquiry was held into the cause of the explosion, by Lieut. Gordon, R.N., of the "Acadia," who reported that the explosion was accidental. The sum

of \$1,114 was voted by Parliament and was paid in gratuities to the relatives of the deceased men. While the "Newfield" was lying in harbour at Yarmouth, Capt. Richard A. Guilford, who had been in the service of the Department since March, 1880, suddenly fell dead in the cabin. This sudden death was very much regretted by the Department, as was also the sad calamity of the death of the men killed by the explosion. Temporary repairs were made to the "Newfield" by contract at a cost of \$80, at Yarmouth, and the vessel taken to Halifax, where a thorough inspection was made of her machinery and hull, by Hull Inspector Coker and Steamboat Inspector Stevens, who reported that extensive repairs were necessary. Tenders were invited for these repairs from firms in Halifax, St. John, Pictou, New Glasgow and Yarmouth. The tender of Messrs. W. & A. Moir, offering to repair both the hull and machinery, was the lowest. It was accepted and the work done according to specification and contract, under the inspection of Messrs. Stevens and Coker, at a cost of \$7,730. Tenders were also invited to make repairs to the deck and other wood-work, and the offer of Mr. Michael O'Brien, which was the most advantageous, accepted, the cost of the work being \$883. New steam steering gear was put in at a cost of \$775. Tenders for this work were invited, with the result that the tender of Messrs. W. & A. Moir was the only one received. The windlass was also repaired by contract at a cost of \$225. The ship was painted outside and inside by contract at a cost of \$870. In addition to the above repairs costing \$10,483, the sum of \$3,848.57 was expended during the year for ordinary repairs, making the total expenditure on account of repairs to the "Newfield" for the fiscal year \$14,331.57. The earnings of the "Newfield" in connection with cable service amounted to \$5,900. On the 20th May, 1891, the vessel went into commission and was engaged in buoy service and visiting Sable Island with supplies. She continued in the lighthouse and buoy service during the summer and fall, in which work she is now engaged. The average number of the officers and crew during the past season was 33, and the per diem cost of provisioning the steamer per man was about 42 cents.

LANSDOWNE.

The steamer "Lansdowne" was employed during the last year in buoy and lighthouse service, both in the New Brunswick and Nova Scotia divisions. The sum of \$2,387.91 was expended on repairs to this vessel during the past fiscal year. The average number of the officers and crew of the "Lansdowne" was 29, and the cost of provisioning the vessel was 44 cents per diem per man.

STANLEY.

The steamer "Stanley," which is employed for the maintenance of winter communication between Prince Edward Island and the mainland, began work on the 6th December, 1890, and made her last trip in this service, for the season, on the 1st of May, 1891, during which time she made fifty-five round trips. Her first regular trip was between Charlottetown and Pictou, on which route she continued till the 14th of December when she was compelled to go to Georgetown after an attempt to enter Charlottetown Harbour, which was blocked with heavy drift ice. The vessel continued to ply between Georgetown and Pictou till the 18th of April, 1891, when she again ran between Charlottetown and Pictou. The continuity of the Stanley's trips was broken at various periods during

the season by heavy drift ice in the Strait of Northumberland. On the 5th January, 1891, the vessel left Georgetown but did not arrive at Pictou till the 7th. On the 8th she left Pictou but did not arrive at Georgetown till the 10th. She left Pictou on the 16th February but did not arrive at Georgetown till the 28th, being twelve days fast in the ice which was the heaviest known for years. Arriving at Georgetown on the 28th February, the steamer was laid up till the 13th March for the purpose of cleaning her boilers. From the 30th March to the 3rd April the "Stanley" was prevented by heavy ice from reaching Pictou. On the return trip heavy ice again interfered, and the steamer was two days reaching Georgetown. From the 6th to the 8th of April she was in port at Georgetown unable to proceed to Pictou owing to heavy drift ice. The total number of days lost during the season, from heavy packed ice and gales, was twenty-nine, whilst fourteen days were occupied in cleaning the boilers at a season when it is almost impossible to keep up continuous communication unless the winter be very mild. The "Stanley" arrived 54 times at Pictou; 41 at Georgetown and 13 at Charlottetown during the winter service. During the season 1,868 bags of mails were carried by the "Stanley." It was found necessary, on the 3rd of January last, to transfer the "Stanley" mail service to the iceboats, crossing between Capes Traverse and Tormentine. The mail service was resumed by the "Stanley" on the 11th of April last. The earnings of the boat were as follows: Approximate weight of freight carried, 4,325 tons, \$7,698.54; passengers carried at \$3 and \$1.50, 2,317, \$6,558.00, and meals and state rooms, \$1,082.50; towing vessels in Cardigan Bay, \$200, making the total earnings for the season of 1890-91, \$15,539.04. The expenditure on account of maintenance for the fiscal year amounted to \$15,873.90 and the sum of \$5,567.85 was expended for repairs within the same time, making a total expenditure of \$21,441.75. The "Stanley" was employed in the Fisheries protection service from the 18th June to the 18th October, 1890, and again from the 18th June to the 11th of September, 1891.

After three seasons running, indentations in the iron plates of the "Stanley" at the water line, could be plainly observed, and it was the opinion of the captain that the vessel's progress in the ice was retarded by these indentations. They were caused by contact with heavy ice but did not extend the whole length of the vessel as one third of her, forward, had been double plated and no indentations could be seen in the double plated part. The steamer was placed on the Pictou marine slip and two officers of this Department, (the Hull Inspector and Steamboat Inspector for the Maritime Provinces), made a thorough inspection of the plates and frames. They reported that the indented plates should be removed, heated and straightened and double plating put on the whole length of the steamer with filling plates between. Tenders were called for the work recommended by the inspectors, and the contract awarded to Mr. J. Patterson, of Halifax, whose tender was the lowest, being \$14,500. The vessel was placed in the new dry dock at Halifax on the 15th September last and the work done according to a carefully prepared specification and under the inspection of Mr. Stevens, steamboat inspector, and Mr. McMillan, the chief engineer of the steamer who reported that the vessel was ready for sea, according to contract, on the 26th November last. The plates were imported from the Steel Company of Scotland by the Marine Department, and are of the kind known as Siemens process ship plates; they cost \$966.84. In addition to this the sum of \$289.85 was expended

for minor repairs, making a total of \$15,752.72 paid for repairs since the end of the fiscal year, 30th June 1891.

On the recommendation of the chief engineer an evaporator was imported from Messrs. G. & J. Weir, Glasgow, Scotland, and placed on board the Stanley. This evaporator was procured by contract and the cost of it was \$606.04. The work of putting it in position was tendered for and awarded to Mr. J. Patterson, of Halifax, whose offer was the lowest, viz., \$290, making the total cost \$896.04. Evaporators are designed for supplying fresh water to marine boilers to "make up" the loss sustained through leakages at gland joints and at sea. It was found that difficulty was experienced in getting fresh water, at critical times, in port. To obviate this difficulty the evaporator was placed on board for the purpose of doing away as far as possible with the necessity of using salt water to "make up" any deficiency in the boilers.

In accordance with your instructions of the 9th January last, I proceeded to Prince Edward Island to enquire into the management of the winter service between the mainland and the Island. I crossed in the S.S. "Stanley" from Pictou to Georgetown in the midst of a north-east gale and was astonished at the great power and capacity of the "Stanley" as was shown in passing through very heavy ice. As a result of my observation of the difficulties encountered on the trip in getting through the heavy ice, I have no hesitation in saying that the "Stanley" has proved a great success for the particular service in which she is engaged during the winter months. In March last I recommended some additional steel plating on her sides, which work, as stated above, has been done, after careful inspection was made. While in Charlottetown I put myself in communication with the Board of Trade of that city and attended a meeting of the Council of the Board and listened to the representations concerning delays which had occurred in the delivery of the mails. I informed the Board that I would report what I had heard, and would recommend to the Minister any change which I thought would remedy the difficulties referred to by the Council, so as to give the Island a daily mail, either by the ice-boats or steamer, as often as the weather will permit. These recommendations have since been made by me and steps have been taken to avoid unnecessary interruption to steamboat communication in the early part of the winter season. The Department issued a public notice dated 3rd February, 1891, fixing the time of running of the "Stanley" for the winter months, from the 1st of December till the 1st of May, unless it may be found that the Prince Edward Island Navigation Company's Boats are unable to continue their trips as late as the 1st of December or are not on their routes on the 1st of May. If such a contingency should arise, then, in order to keep up daily communication, the "Stanley" will begin to run when the company's boats cease running in the fall and continue till they begin in the spring. This public notice also states that the "Stanley" will make daily return trips between Charlottetown and Pictou as long as the ice will permit, but when the steamer is no longer able to make daily trips between these ports she will be put on the route between Georgetown and Pictou and will make daily return trips if possible. In accordance with the public notice the "Stanley" began her trips between Charlottetown and Pictou on the 1st December of this season.

When the "Stanley" was placed on the marine slip at Pictou, it was found that three of her propellor blades were broken by the ice. A new set of blades were immediately ordered from Scotland, of greater strength and more durable material. These blades have lately arrived in Halifax, and cost, including the freight, \$908.70. The average number of officers and men on board the "Stanley" was 34 in all, and the cost of provisioning the vessel was about 43 cents per diem per man.

SIR JAMES DOUGLAS.


The steamer "Sir James Douglas," stationed at Victoria, B.C., was put in commission on the 16th March last and remained in commission till the 30th of November, when her crew was paid off. This steamer was generally engaged in buoy and lighthouse service. On the 24th April the Chief Engineer of this Department, Mr. W. P. Anderson, and the agent at Victoria, entered upon a tour of inspection of all the light stations in the province, and of the waters of British Columbia, north to Port Simpson and including Queen Charlotte Islands; completing the inspection on the 21st of May. The steamer at the same time delivered supplies at some of the light stations. From the 17th June, 1890, to the 23rd, this steamer was engaged by the Canadian Pacific Railway Company in laying cable, for which service this Department received the sum of \$622.25 on the 6th of September, 1890. She was again hired by the same company to repair cable as before, from the 11th to the 22nd of August, 1890, for which the sum of \$1,122.50 was received on the 27th of September, 1890. The boat was again employed by the C. P. R. Company during the first week of December, 1890, as before, and the sum of \$731.50 was received by the Department on the 19th of January, 1891. The "Sir James Douglas" was placed at the disposal of the Local Government of British Columbia on the 25th August, 1890, for the purpose of making an exploratory survey of the west coast of that province in connection with the scheme of establishing Crofter fishing settlements. A suitable steamer in the meantime was placed at the disposal of this Department by the Local Government of British Columbia. On the 2nd of July last the "Sir James Douglas" was employed by the Indian Reserve Commission on a special trip to Banks Island, which occupied 12 days. The earnings of this trip will appear in the accounts of the next fiscal year. The total earnings of the "Sir James Douglas" for the fiscal year, including \$21 subsistence of Indian Reserve Commissioners, were \$2,497.25, and the total expenditure for the same time was \$11,012.14. Instructions have been given to prepare a specification of the fittings of this boat with a view of disposing of her, as the new boat "Quadra" will take her place.

The average number of officers and men on board the "Sir James Douglas" was 12, and the cost of provisioning the vessel was 53 cents per diem per man.

QUADRA.

The steamer "Quadra" is a new steel steamer constructed in Paisley, Scotland, and will take the place of the "Sir James Douglas" on the British Columbia station. Tenders for the construction of a steel steamer were invited by public notice throughout the Dominion, including British Columbia. Copies of these public notices, together with specifications and tracings, were sent to the High Commissioner for Canada with the request that he would forward them to shipbuilders in Great Britain. Similar notices specifications and tracings were sent direct from this

Department to shipbuilders in Great Britain. Ten tenders were received offering to build a steel steamer, three for a wooden steamer and one for a composite steamer. Some of the Canadian firms offered to supply a boat built in Great Britain. The tender of Messrs. Fleming & Ferguson, of the Phoenix Works, Paisley, G.B., was the lowest and most favourable. They offered to build a steel steamer according to requirements of the specification for £15,000 sterling. As this was the most advantageous offer made it was accepted and a contract signed for the delivery of the boat on the Clyde, on the 6th of June, 1891. The steamer was not completed and delivered on the 6th of June as required. The cause given by the contractors for this departure from the terms of the contract was the Railway Strike in Scotland in February last, which interfered with the operations of all shipbuilding concerns there, preventing the delivery in time of material which had been ordered. Proper steps were taken through the High Commissioner to inquire into the delay with a view of protecting the Department's interests, by deducting the stipulated amount for damages from the contract price if the delay might have been controlled by the contractors, bearing in mind that strikes, fires and other causes beyond the builders' control were excepted in the contract. A careful enquiry under legal advice showed that the delay was beyond the builders' control. All necessary material to build the vessel had been ordered in due time, but owing to the non-delivery of it, in consequence of the strike, the builders could not proceed with the construction and therefore under the contract could not be held responsible for the delay. On the 25th of September last the "Quadra" was completed and went on her first trial trip, attaining a speed of 12 knots an hour. She was delivered to the officer representing this Department, at Glasgow on the 6th of October and the last instalment of contract price was paid on the 7th of the same month. Mr. Lawrence Hill, Civil Engineer, represented this Department during the time the boat was building and carefully inspected her construction. He certified that the work was in every respect up to the requirements of the specification.

The vessel was built under the special survey of English Lloyds and the following certificate of class was issued on the 21st of September, 1891: "This vessel has been built under the special survey of the Surveyors to this Society, and was reported to be on the 21st September, 1891, in a good and efficient state, fit to carry dry and perishable cargoes, and has been classed and entered in the Register Book of this Society with the character  100A1." The engines and boilers were also surveyed during construction by Lloyds' Surveyors, and a Lloyds' Machinery Certificate issued 2nd October, 1891. In addition to this, certificates were issued by Lloyds for the anchors and steel hawsers which successfully withstood the mechanical tests required by the Imperial Act of Parliament. All these certificates are in the possession of the Department.

The dimensions of the "Quadra" as appears by the register are, length 174 feet; breadth, 31.1 feet; and depth of hold, 13.6. Her gross tonnage is 573.30 tons, and her register tonnage 265.25 tons. Her engines are Fleming & Ferguson's patent, quadruple expansion engines, of the improved type, designed to maintain a speed of ten knots at sea. These engines and boilers are guaranteed to be "upheld" for six months from date of delivery, any defect in material or building to be made good by the contractors. An evaporator of Morrison's type to "make-up" loss of

fresh water in the boilers, has been placed on board. The vessel also contains an armory and magazine which can immediately be brought into use if required. She is also fitted with a donkey engine for pumping and the use of the winch.

The contract price paid for this boat, as already stated, was £15,000 sterling, or \$72,999.99; the sum of \$356.00 was also paid for some minor fittings not at first specified, and this sum has been charged to construction. The total sum paid Mr. Lawrence Hill for inspection and expenses was \$345.55, thus making the total first cost of the "Quadra" \$73,701.00. The grant from Parliament was \$70,000.

On the 15th October last she sailed from Greenock, Scotland, for Victoria, B.C., with Captain Walbran as master, Mr. Hodgert, as guarantee engineer, on behalf of the builders, and Mr. Grant, of the "Sir James Douglas," engineer, together with a crew, including engineers and firemen, of 28 persons in all. Stores and fuel amounting in value to about \$3,800, were placed on board. She reached St. Vincent, Cape Verde Islands, on the 30th October, all well, but encountered very rough weather in the Bay of Biscay, which continued till the vessel reached the Canary Islands. During this heavy weather, amounting to a hurricane in the Bay of Biscay, the steamer proved herself to be an excellent sea boat. About 124 tons of steam coal were placed on board at St. Vincent, and the vessel proceeded to Valparaíso, which port she reached all well on the 9th December, 1891.

As this report was being prepared for printing the Department received intelligence from Captain Walbran, reporting the arrival of the "Quadra" at Esquimalt, B.C., on the 5th of January, 1892. The passage was made from Greenock safely in 80 days, including 10 days at anchor in the following places: St. Vincent, (Cape de Verdes) Strait of Magellan, Smyth's Channel, Lota (Chili) and San Francisco (Cal). Several gales were encountered of a severe character in which the "Quadra" proved herself to be an excellent sea vessel. The average consumption of coal was about 9 tons per day, and the speed of the steamer was about 9 knots per hour. The distance made by her was 14,817 miles.

BAYFIELD.

The "Bayfield" is a wooden steamer of 150 tons gross, and 94 tons register, is 29 years old, and is employed for the purpose of the hydrographic survey of the Georgian Bay. This vessel left Owen Sound to continue the survey, on the 4th of May last, and was employed at that work till the 25th of October last, she was then put in the Fisheries protection service and remained in that service under the Fisheries Department till the 30th of November last. The sum of \$550.87 was expended for repairs during the fiscal year on the "Bayfield." The officers and crew numbered 22 in all, and the per diem cost of provisioning this boat per man was 47 cents.

ALERT.

The "Alert," which had taken the place of the "Newfield," while the latter was being repaired, was put in a temporary condition at Halifax, to proceed to Quebec, to replace the "Napoleon III" as a supply boat. Tenders were invited for a steam windlass for the "Alert," and the offer of the Pictou Iron Foundry Company being found the lowest it was accepted, and the windlass put on board according to

contract, at a cost of \$625. She arrived at Quebec on the 23rd of November, 1890. A larger windlass and one more suitable for the "Alert," was in store at Quebec, and was put on board in the place of the new one, which was stored. In order to make this vessel efficient, repairs were found necessary, and a contract was entered into to place the steamer on Roche's gridiron for the sum of \$33.15. As navigation closed unexpectedly, a further agreement was entered into with Mr. Roche to allow the steamer to remain all winter on the gridiron for the sum of \$100. The work of repairs was carried on under the supervision of departmental officers and by carpenters and blacksmiths employed at the Quebec agency. The decks and bulwarks were caulked, the topsides smoothed with putty and cement and painted, and repairs to machinery made. The total cost of repairs to the "Alert" for the fiscal year was \$4,786.59; the principal part of the expenditure was for labour. In December of 1889, instructions were given to have the "Alert" measured, at Halifax, under the Merchant Shipping Act. Her dimensions, as appears by certificate of survey, are 168.5 feet in length; breadth, 31.5 feet, and depth of hold 20 feet; gross tonnage, 607.80, and net tonnage, 413.30. A wheelhouse and life-boat, formerly belonging to the SS. "Stanley," were shipped from Charlottetown, P.E.I., to Quebec, in May last, at a cost of \$25, and placed on board the "Alert." Two new boats were also supplied her. Tenders were invited in April last, at Quebec, for the building of five boats, and the contract awarded to P. Pouliot of Quebec, whose tender was the lowest, being \$4 per foot. Two of these boats were put on board the "Alert," and the cost will appear in the next year's fiscal statement.

On the morning of the 13th of November, 1890, while the "Alert" was on her way to Quebec from Halifax under the command of Captain McElhinney she collided with the schooner "Scylla" loaded with potatoes from Prince Edward Island for Boston, near Cape Jack, N.S., in the Straits of Canso. In the darkness the extent of the damage to the "Scylla" could not be observed, but as she was believed to be in a sinking condition her crew were taken on board of the "Alert." The schooner was afterwards towed to Port Hawkesbury, N.S., in a derelict state, by the steamer "Coila" and there appraised and disposed of. A preliminary enquiry into the cause of the collision was held at Pictou by Mr. J. R. Noonan under the Wreck and Salvage Act, on the 14th November, 1890. A further investigation was held by Captain W. H. Smith, R.N.R., Chairman Board of Examiners of Masters and Mates, on the 20th January, 1891. A commission of enquiry to hold a formal investigation into the cause of the collision was appointed by Order in Council on the 4th February, 1891, consisting of Captain W. H. Smith, R.N.R., and Lieut. Gordon, R.N., officials of this Department. The enquiry was held at Halifax, beginning on the 12th February, 1891, under the provisions of the Wreck and Salvage Act, Cap. 81 Revised Statutes of Canada. Evidence was given under oath by the officers of the "Alert," and the captain and crew of the "Scylla." These enquiries resulted in the finding that the officers of the "Alert" were to blame for the collision, as the wrong order was given to the man at the wheel by the officer in charge on deck when the vessels approached each other. A claim was made by the owner of the "Scylla" against the Government for the loss of that vessel and a similar claim made by the owner of the cargo. These claims were carefully investigated and submitted to the Justice Department for an opinion as to the liability of the Government. The Justice Department gave the opinion that the claimants were entitled to pay, as the

investigation proved that the captain of the "Seylla" was not to blame for the collision and consequent loss of his schooner. The original amounts claimed were not allowed, but the following sums were offered in settlement. To the Reliance Insurance Company, Boston, \$1,100 for amount paid the owner of the cargo by them; to the owner of the cargo for advance on freight, &c., \$150; to the Boston Marine Insurance Company, \$2,251, for amount paid by that Company to the owner of the vessel; to G. W. Hennessey, owner, \$1,134.55, which includes \$100.35, expenses of his crew as witnesses at investigations; to the captain and crew for loss of effects, \$511. In addition to this the sum of \$83.35 was paid in connection with the investigations, making a total sum of \$5,230. The value of the vessel and fittings was arrived at by careful enquiry, and estimated at \$3,340; the value of the cargo was taken from the invoice of the cost price. An appropriation of \$6,000 was made by Parliament for the payment of the "Seylla" claims.

On the 12th of October last while the "Alert" was engaged in delivering light-house supplies at Wreck Bay, Anticosti, she ran aground at ebb tide. A wrecking schooner at that time in the vicinity was employed by the captain at \$50 per hour to assist in getting the "Alert" afloat. An anchor was run out and by heaving on the windlass and the combined use of the "Alert's" engines and the wrecking schooner the vessel was got afloat at high tide, having been aground six hours. A preliminary examination was held into the cause of the stranding, by the agent at Quebec, on the vessel's return to that port, which revealed the fact that one of the men under instructions of the boatswain had cut two fathoms from the lead line but had not removed the marks on the line nor had the boatswain informed the officers of the ship. As the captain was governed entirely by the soundings which were being taken by the shortened line when entering Wreck Bay, he was deceived as to the depth of water and consequently took the ground although the "Alert" was moving cautiously. A formal investigation held by Captain W. H. Smith, R.N.R., Commissioner of the Court of Enquiry, brought to light the same facts as the preliminary investigation, and in addition to the sentence given at the preliminary examination the Court dismissed Theodore Simpson from the Government service and suspended his certificate for three months, on the ground of gross negligence in not informing the officers that the lead line had been cut. The Court also censured the 1st mate, Arthur Morin, for neglecting to inspect the lead line. The expenses in connection with the inquiry amounted to \$27.10. On the 28th of July last whilst the "Alert" was proceeding to the Magdalen Islands from Cape Race, Newfoundland, a steamer was sighted stranded on Bird Rocks which proved to be the SS. "Tiber." The services of the "Alert" to draw the "Tiber" off were requested and the captain and crew of the "Alert" immediately proceeded to the work of hauling the "Tiber" from the rocks. When several ineffectual attempts had been made the crew was engaged in assisting to jettison the cargo, after which the "Alert" succeeded in getting the "Tiber" afloat. Twenty-six hours were occupied in the work, for which the sum of \$500 was paid by the agents of the "Tiber" and the amount placed to the credit of the Receiver General. This amount will appear as earnings of the "Alert" in the next fiscal year. The average number of officers and men all told on the "Alert" was 32 while the cost of provisioning the vessel was about 40 cents per diem per man.

The following statement shows the expenditure for maintenance and repairs of each steamer and the receipts for the fiscal year ending 30th June, 1891.

Expenditure.				
	Repairs.	Main-tenance.	Total.	Receipts.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
" Newfield ".....	14,331 57	15,366 94	29,698 51	5,903 60
" Stanley ".....	5,567 85	15,873 90	21,441 75	15,539 04
" Sir James Douglas ".....	431 31	10,580 83	11,012 14	2,497 25
" Lansdowne ".....	2,387 91	19,412 76	21,800 67	
" Druid ".....	2,262 42	9,708 53	11,970 95	
" Napoleon III ".....	1,690 89	8,333 33	10,024 22	
" Alert ".....	4,786 59	5,366 35	10,152 94	
" Quadra ".....		1,813 51	1,813 51	
" La Canadiene " Fishery cruiser, temporarily employed by Marine Department.....		731 05	731 05	
	31,458 54	87,187 53	118,645 74	23,939 89

Expenditure..... \$118,645 74

Receipts..... 23,939 89

\$94,705 85

Parliamentary grant..... \$118,550 00

The system of provisioning the Dominion steamers which fit out at Halifax and Quebec, was changed during the season of 1891. Formerly at these two ports the captains of the steamers entered into an agreement with the Department to supply provisions at a fixed sum per month for each officer and seaman. At Quebec the sum was \$12 per month for officers and \$10 for seamen. Some complaints were made against this system and the Department adopted the present method of inviting tenders from provision merchants, grocers, butchers and others, to furnish supplies at contract prices. The lowest and most favourable tenders were accepted and the system has been found to work satisfactorily. Tenders were received in Halifax for the "Newfield," in St. John, N.B., for the "Lansdowne;" in Charlottetown, George-town and Pictou for the "Stanley;" in Victoria, B.C., for the "Sir James Douglas," and in Quebec, for the "Alert," "Druid" and "Dolphin."

COST OF MAINTAINING LIGHTHOUSES, ETC., AND DOMINION STEAMERS.

The following comparative statement shows the expenditure on account of maintenance of lighthouses, steam fog-whistles and steam fog-horns for the years 1883-84 to 1890-91, both inclusive. The method of auditing all accounts in the Department before payment has been followed of late years. It will be seen that the lighthouses, &c.,

have increased in number yearly, but the expenditure for maintenance has decreased during the last three years.

Year.	Number of Lighthouses.	Number of Fog-Whistles.	Number of Fog-Horns.	Cost of Maintenance.
				8 cts.
1883-84.....	597	23	10	456,868 33
1884-85.....	617	23	12	478,064 04
1885-86.....	625	23	16	505,929 27
1886-87.....	658	23	24	476,514 44
1887-88.....	664	23	27	464,471 76
1888-89.....	675	24	29	459,423 80
1889-90.....	705	23	32	434,802 10
1890-91.....	710	23	31	455,254 42

STATEMENT showing cost of maintaining Dominion steamers from 1884 to 1891.

Year.	Cost of Maintenance.
	8 cts.
1883-84.....	123,816 25
1884-85.....	148,864 26
1885-86.....	130,759 83
1886-87.....	141,424 42
1887-88.....	150,659 19
1888-89.....	126,629 33
1889-90.....	114,959 20
1890-91.....	111,437 03

ICEBOAT MAIL SERVICE.

This service was begun on the 25th December, 1890, and was continued up to the 11th April, 1891. Six boats were engaged in the service, manned by 5 men each, making a total of 30 men. These men are divided; 15 of them having charge of 3 boats, and a like number of the other 3 boats. There are two captains having charge of 14 men each, and the men are subdivided into boatswains, waistmen and bowmen. Three boats were under the direction of each captain, and crossings were effected alternately from Capes Tormentine and Traverse. When the weather permitted the boats which left Cape Tormentine returned to the place of starting the same day, and so with the other boats which left Cape Traverse. Seventy-seven crossings were made by one captain and his men and 75 by the others, thus making a total of 152 crossings. Mails were carried each trip and occasionally passengers. Four thousand one hundred and seventy-two bags of mail matter were taken; 126 passengers with their baggage at \$2 and 27 at \$4. The quantity of baggage exceeding the regular allowance for passengers, was 2,066 lbs., for which carriage was paid. The schedule of rates charged for carrying passengers and baggage is as follows: passengers drawn in the boats from shore to shore, \$4; passengers who are assisted by the boat and

crews, \$2. Baggage not exceeding 40lbs. is carried free if in small valises; in excess of 40lbs. and in large trunks 40 cents per cubic foot is charged. The earnings, irrespective of carrying mails amounted, to \$421.98, and the cost of maintaining the service for the fiscal year \$7,026.89. The chief importance of the service is in connection with the carrying of mails to and from Prince Edward Island and for this purpose the Department did not spare any effort or expense to secure the delivery of a daily mail when the weather would admit. Daily reports to the Department were made by the Agent at Charlottetown as to the movements of the boats.

Since the close of the season 6 new boats have been built to take the place of the old ones. Tenders were invited in June last for the construction of them, and the contract was awarded to Mr. Joseph Rogers whose tender was the lowest, being \$58 for each boat complete, except painting and tinning. The boats were built according to specification, which required them to be 19 feet 6 inches in length, 5 feet 6 inches in breadth and 1 foot 6 inches in depth. The material is of the lightest kind consistent with strength and durability. The model is of the same as that in use for years past and which experience and experiment have proved to be the best adapted for such service. The boats are capacious, safe in water, can be easily propelled by oars, are easily pulled up on the ice hummocks owing to the construction of the stem and can be drawn upon the smooth ice with ease, being fitted with runners like those of a sleigh, which are fastened to the bottom and shod with steel. Each boat is supplied with 4 oars and 5 boat-hooks. Five leather straps are fastened to the gunwale on each side, and when used are thrown diagonally over the shoulder to assist in drawing the boats and for safety when crossing broken ice and lolly.

A boathouse has been built on each shore for the protection of the boats and which the crews and passengers make the points of starting and arrival. Teams have been employed to convey the boats, mails and passengers, from the boathouses to the edge of the shore ice, and from the place of landing on the shore ice to the boathouses. This work was done by contract at so much per trip, and cost for the season of 1890-91 the sum of \$899.25. An extension was made to the boathouse at Cape Traverse and a look-out tower placed on the roof; this work was done by contract and cost \$185.

With a view of making this service still more efficient the Department instructed Mr. C. A. Hutchins, inspector of lights for Nova Scotia, to visit the iceboat station at Cape Tormentine and report upon the discipline and state of the staff. The question of reorganizing the staff has been carefully considered by the Department, and as a result fifteen men residing at Cape Tormentine will be employed in future, when required, as boats' crews for that station, and fifteen residing on Prince Edward Island for the Cape Traverse station. It is proposed to move the iceboat station from Money Point, N.B. where it now is, to the railway wharf at Cape Tormentine, about three miles distant, and erect a new boathouse there to accommodate both the iceboats and the lifeboat which it is intended to establish for active service at that place.

HARBOUR POLICE.

The last annual report referred to the permanent disbanding of the Harbour Police Force at Montreal in 1889. The inspector of the force and agent of the Marine Department at Montreal, Mr. St. A. Ormond, was placed on the retired list with a pension of \$308 per annum, and Mr. George Murphy, chief constable, with a pension of \$263.04 per annum. A retiring allowance was also paid to the men who had served ten years and upwards; the amount paid to each one being regulated by the length of service. The total amount of the gratuities paid was \$3,367.70, of which the sum of \$573.80 was paid during the fiscal year ending 30th June last. The building that was occupied by the force as a station and for the steamboat inspector's office was leased till the 1st of May, 1893, at a rental of \$600 per annum. This lease was transferred to the Department of Agriculture from the Department of Marine and all liability in connection with the payment of rent, etc., was assumed by the Department of Agriculture.

The force at Quebec, which is under the charge of Mr. J. U. Gregory, agent of the Department, consisted, during the past season, of one chief constable at \$2.15 per diem, four coxwains at \$1.65 per diem, twelve constables at \$1.25 and one steamboat engineer at \$1.40 per diem. In addition to this the sum of 25 cents per diem, good conduct money, was allowed each of the above men at the end of the season. On the 1st of May the men were sworn in and on the 14th November, the constables were paid off and the duties for the rest of the season were performed by the officers and engineer. These officers were disbanded on the 30th November with the exception of the engineer, who was retained for the purpose of cleaning and laying up the engine of the police steamer "Dolphin." The "Dolphin" is employed solely for harbour police purposes in the port of Quebec and patrols the harbour at least twice a day, during the season. She was placed safely in winter quarters by men of the force before they were disbanded.

The report of the Agent as to the efficiency and work of the force during the past season appears as an appendix to this report. It will be seen by reference thereto that the efforts of the police have been directed towards the suppression of crimping and desertion. It will be seen also that 29 arrests were made for offences of one kind and another and that a number of vessels were boarded by the policemen for the purpose of searching for deserters. The force is governed by rules and regulations which have been prepared by the Department, and daily reports have been made to Ottawa.

The total amount expended in connection with the maintenance of the force at Quebec for the fiscal year ended 30th June, 1891, was \$7,299.85, while the dues collected at the same port amounted to \$7,649.19. The total expenditure in connection with the Harbour Police, including the sum of \$573.80 for gratuities paid to the men formerly belonging to the Montreal Harbour Police, amounted to \$7,873.65, an excess over the receipts of \$224.46. Included in the total expenditure is the sum of \$250 expended in connection with the steam launch "Dolphin."

The receipts and expenditure on account of this service during the past 22 years are as follows, viz.:—

		Receipts.	Expenditure.
For fiscal year ended 30th June, 1870.....	\$	23,996 68	\$ 18,461 83
do do 1871.....		21,235 06	17,400 73
do do 1872.....		27,215 80	20,348 00
do do 1873.....		26,618 50	32,653 87
do do 1874.....		28,650 39	38,897 52
do do 1875.....		25,620 09	37,895 00
do do 1876.....		26,499 09	41,222 68
do do 1877.....		28,598 10	35,006 37
do do 1878.....		26,702 43	37,560 14
do do 1879.....		21,464 97	38,486 50
do do 1880.....		21,510 15	35,225 54
do do 1881.....		27,375 09	35,451 07
do do 1882.....		21,420 33	42,316 56
do do 1883.....		28,060 02	38,318 65
do do 1884.....		28,497 25	41,980 72
do do 1885.....		20,698 79	38,082 92
do do 1886.....		24,089 97	43,916 57
do do 1887.....		22,934 49	40,340 12
do do 1888.....		21,072 73	37,279 52
do do 1889.....		19,688 27	31,647 50
do do 1890.....		17,816 95	21,787 61
do do 1891.....		7,649 19	7,873 65
		<u>\$517,414 34</u>	<u>\$732,153 07</u>
Deduct receipts from expenditure.....			517,414 34
Excess of expenditure over receipts.....			<u>\$214,738 73</u>

The men of the force at Quebec were supplied with uniform suits of serge and cloth; also a cap and hat and boots for each man. Tenders were invited from different local firms to supply the above clothing and the contract was awarded Messrs. Foley & Co., as their tender was the lowest. The total cost of suits, caps and boots was \$836.20, which amount will appear in the expenditure of the next fiscal year. Overcoats were supplied in 1890 at a cost of \$380.00. The clothing is not furnished annually but as necessity arises.

As vessels bound to Montreal do not pay River Police dues at Quebec, these dues being paid only by vessels remaining in Quebec to discharge or load cargoes, it has been suggested that the vessels remaining in Quebec should not be taxed for this service, when vessels proceeding to Montreal are free. From enquiries made by the Department, it appears that the owners of many of the vessels frequenting Quebec, would be pleased if this tax was abolished, as they do not consider they derive sufficient benefit from the River Police Force to compensate them for the amount of dues paid, which are at the rate of three cents per ton, not exceeding two payments a year.

There is a strong feeling among steamboat owners and agents of vessels trading to the Saint Lawrence, that the Government dues collected for River Police services

and sick mariners should be abolished altogether and let the owners of vessels attend to the requirements of their crews.

SICK AND DISTRESSED MARINERS.

Under the provisions of Chapter 76, Revised Statutes, a duty of two cents per ton register is levied on every vessel arriving in any port in the Provinces of Quebec, Nova Scotia, New Brunswick, Prince Edward Island and British Columbia, the money thus collected forming "The Sick Mariners Fund." Vessels of the burden of 100 tons and less, pay the duty once in each calendar year, and vessels of more than 100 tons three times in each year.

By an Amendment to this Act passed at the Session of Parliament in 1886, 50-51 Vic., chap. 40, it is provided that no vessel which is not registered in Canada and which is employed exclusively in fishing or on a fishing voyage, shall be subject to the payment of this duty.

The receipts for the fiscal year ended 30th June last amounted to \$43,830.98 being a decrease of \$4,050.77 as compared with the preceding year. The decrease in receipts of sick Mariners dues in the various Provinces was as follows: Quebec, \$2,650; Nova Scotia, \$1,560.58; New Brunswick, \$1,173.02; Prince Edward Island, \$20.40; whilst there was an increase in British Columbia, of \$1,353.40.

The Sick Mariners' Act does not apply to the Province of Ontario, and consequently no dues are collected from vessels in that Province, although a small expenditure is incurred on account of sick seamen. For a number of years past a grant of \$500 has been made by Parliament to the General Hospital at Kingston, and a similar amount to the General Hospital at St. Catharines for the care of such seamen as may receive medical attendance in them. During the fiscal year ending June 30th sick seamen were paid for at a per diem rate of 90 cents, but the amount paid to each Hospital did not exceed the parliamentary grant, viz: \$500.

In the Province of Quebec the expenditure on account of sick seamen amounted to \$7,216.45. By reference to last year's report it will be seen that the sum of \$15,521.75 was expended, but in this sum is included the cost of maintenance of the Marine and Immigrant Hospital at the port of Quebec. As this hospital was closed, in accordance with an Order in Council of the 4th February, 1890, nothing was expended for sick seamen in connection with it, during the fiscal year, however, \$751.75 was paid for watching and keeping the premises from injury. The total collections for the entire Province amounted to \$12,945.02, being \$2,650.77 less than the previous year.

At the port of Montreal sick seamen are cared for at the General Hospital and at Notre Dame Hospital, under an arrangement made by the department, by which 90 cents per diem is paid for board and medical attendance of each seaman. The amount paid the Montreal General Hospital during the fiscal year where 114 men were admitted, was \$1,200.50 and the amount paid Notre Dame Hospital, was \$1,286.10 for treatment of 112 men. The sick mariners' dues collected at the port of Montreal during the same period amounted to \$3,631.20.

The Sick Mariner's dues collected at the port of Quebec during the last fiscal year amounted to \$7,107.40, being \$2,177.10 less than the previous year. At this

port sick seamen are cared for at the Jeffery Hale and the Hotel Dieu hospitals, the sum of 90 cents per diem for each man is allowed in return for medical attendance and board. The sum paid the Jeffery Hale hospital was \$2,812.80 where 225 men received treatment, and \$1,695.70 was paid the Hotel Dieu hospital where 35 men were admitted.

As stated above, the Marine and Immigrant hospital at Quebec was closed on the 4th February, 1890, by Order in Council. The same Order in Council directed that the use of the building and everything belonging to it, including furniture, medicines, &c., be offered to the Government of the Province of Quebec, free of rent or charge on the following conditions, viz., that sick seamen entitled to medical care and board be received on the same terms as at other public hospitals in Quebec and other ports; that the house physician be retained with emoluments similar to those received from the Department: that the building shall remain the property of the Dominion Government, with power to resume the use of it, if required, after due notice: that the Provincial Government shall be responsible for keeping the building and grounds in repair and good order and that all taxes and rates after transfer, be defrayed by the Provincial Government and that the building be kept insured. This offer was not accepted by the Government of the Province of Quebec owing to the fact that it was not within the attribute of the Province of Quebec to maintain hospitals.

On the 8th May, 1890, another Order in Council was passed containing the same offer to the City Council of Quebec, on the same conditions. The offer was considered by the City Council and a request was made to the Department to alter the conditions and that the Dominion Government bear the expense of keeping the buildings, &c. in repair. The Department replied, stating that the request could not be complied with and intimated on the 22nd of October that the offer would be withdrawn if not accepted within ten days. An extension of time for further consideration was asked for by the corporation which request was acceded to by the Department. On the 22nd January, 1891, an Order in Council was passed accepting certain conditions specified in a resolution of the City Council of Quebec relating to the transfer and referring the matter to the Department of Justice in order that a proper agreement be prepared for execution.

On the 12th February, 1891, the Mayor of the City of Quebec opened the Marine Hospital on his own responsibility to receive the dead bodies and wounded of the employees of a worsted factory in the vicinity in which there had been an explosion. The agreement above referred to was duly prepared and submitted to the City Council of Quebec. The City Council requested that certain changes be made in the terms. Some of these changes were assented to but it was deemed inexpedient to assent to others of them. As there was much delay and the agreement was not executed on the 7th May, the Department informed the City Council that the offer would be withdrawn on the 20th of May unless a settlement was previously arranged. On the 27th May the Mayor of Quebec enclosed a resolution of the City Council insisting upon changes in the terms. The Department could not fully accept these changes and the Mayor was informed accordingly on the 1st June. On the 8th July the City Council was notified that the offer would be finally withdrawn on the 11th. As no answer was received the City Council was duly notified of the fact that the offer had been withdrawn.

An Order in Council, dated 25th August, authorized the sale of the said Marine Hospital and its appurtenances by private sale or public auction, or by inviting tenders, as might be deemed most advantageous in the public interests.

In accordance with this Order in Council, public notices were printed on the 18th of September, 1891, inviting tenders up to the 15th of October, 1891, "for the purchase of the Marine Hospital property at Quebec." In addition to this, advertisements appeared in several newspapers. Tenders were also invited for the furniture and effects. Two tenders were received, the highest offer being \$52,000 for the Marine Hospital property, and \$2,000 additional for the furniture, etc., by the Rev. B. Bernier, on behalf of the Asylum of the Good Shepherd of Quebec. This tender was received on the 13th October, 1891, and on the 24th of the same month, an Order in Council passed accepting the tender of the Asylum of the Good Shepherd and the Rev. B. Bernier was accordingly notified by the Department that his offer was accepted, subject to satisfactory arrangements for payment. The terms of payment were ten per cent. of the purchase money of the property at the time of notification of acceptance of the tender and the balance in annual payments of ten per cent. of the price with interest at six per cent. per annum from the date of the deed; the property to be insured and the policy of insurance to be made out in the name of the Minister of Marine and deposited in the Department; also, deed of sale to be made out on these terms and a mortgage taken on the property from the owners. A cheque for \$5,200 was received on the 2nd of November, 1891, from the purchasers of the property, being the first payment on account. The sum of \$2,000 was also received from the Attorney of the Asylum of the Good Shepherd, on the 9th of the same month being payment in full for the furniture and other effects belonging to the Marine Hospital, which effects were delivered to the purchasers when the money was paid. On the 12th of December, 1891, the premises were taken possession of by the purchasers who exhibited receipts for insurance premiums paid on the sum of \$30,000.

The expenditure on account of sick seamen in the Province of New Brunswick for the fiscal year amounted to \$6,185.75, or \$1,383.03 less than the preceding year and the collection of dues to \$8,899.48 or \$1,173.02 less than the previous year. Marine Hospitals have been maintained at the Ports of St. John, St. Andrews, Miramichi, Richibucto, Bathurst and Sackville.

The collection of dues at the Port of St. John amounted to \$5,027.74, or \$108.02 less than the previous year, and the cost of maintaining the Marine Hospital \$2,931.63, or \$517.63 less than the year preceding. The Medical Superintendent at St. John has reported that 205 seamen were admitted during the year ending 30th June, 1891: 192 of this number were discharged, 5 died and 8 were still in the hospital on the 1st of July.

The Agent of the Department at St. John enclosed a report upon repairs said to be necessary to place the building in good condition for hospital purposes. A new barn is required, also a fumigating room, dead-house and vegetable cellar at an estimated cost of \$2,700. The stone wall which partly surrounds the building requires repairs, as does also the fence; the estimated cost being \$1,000. Articles of furniture and bedclothing need replacing in order to make the Hospital comfortable

and suitable for patients. The cost of repairs to the Hospital, water rates and fuel are all defrayed by the Public Works Department and appear in their accounts.

The Matron of the Marine Hospital at St. Andrew's was informed on the 17th of November, 1890, that in consideration of the small number of seamen treated at the Hospital, the Department would no longer continue to pay a salary, but if she wished to live in the building and keep it in repair she might do so, and that sick Mariners requiring treatment at that port would be sent to the Hospital and board paid for at a rate of \$3 per week. The Hospital has, since the 29th of November, 1890, been kept by the former Matron on the above conditions. The sum of \$52.65 was paid for board during the fiscal year; \$71.40 for repairs; \$49.94 for fuel, and \$100 for doctor's salary; total, \$273.99. The collection of dues for this Port amounted to \$142.58. Seven seamen received medical attendance.

The Sackville Marine Hospital buildings are in a dilapidated state and can only be suitably repaired and made complete for a Hospital at a large outlay. The number of sick seamen annually treated at the port does not justify any large expenditure for repairs on the building. The Department has accordingly considered it in the public interest to close the Hospital. With this in view, the Matron was notified that after the 31st of December, 1891, her allowance for salary would cease. The expenditure at the Port of Sackville in connection with the Marine Hospital, was as follows:—Doctor's salary, \$100; Keeper's salary, \$150; board and medicine, \$56.85, making a total of \$306.85, for which nine seamen received treatment. The receipts at this port amounted to \$313.94.

The treatment of seamen at the hospital will be discontinued and arrangements will hereafter be made to board sick seamen at suitable boarding-houses in Sackville, where medical attendance will be given. The Marine Hospital at Sackville is upwards of 3 miles from the town.

The building and grounds have been offered for sale, and several individuals have been in communication with the Department respecting the price. Up to the present time no adequate offer has been received. The original cost was \$3,200; the land attached being seven acres in extent. As no reasonable offer had been made for this property an agreement has been entered into with Mr. Bradford Carter to lease the building and its appurtenances, for three years at a nominal rental of one dollar per annum, on condition that he keep the buildings and fences in good repair, and that the premises be vacated, if required by the Department, at any time. As stated above, sick seamen will in future be boarded and receive medical treatment at boarding houses in the Town of Sackville, but if the Hospital should at any time be required for sick seamen, with infectious or contagious diseases, the Department will resume possession of it.

The Medical attendant at the Miramichi Hospital reports that forty-nine seamen were admitted to the Hospital and fourteen attended either on board vessel or at his office, making a total of 63. The Doctor's salary is \$400; the Keeper's salary \$200, and the total expenditure at this Hospital including cost of medicine, fuel and boarding sick seamen, was \$1,236.26 for the fiscal year. The collection of dues in Miramichi amounted to \$1,228.28. Repairs were made to the Hospital in September last at a cost of \$181.85, which sum will also appear in the expenditure of the next fiscal year.

The expenditure in connection with the Richibucto Marine Hospital for the fiscal year was as follows; Doctors salary \$200, Keepers salary \$150, board of seamen, etc. \$36.98, total \$386.98. Eight sick seamen were admitted to this Hospital.

The Bathurst Marine Hospital was maintained as follows; \$150 for Medical Superintendent's salary, \$183.80 for board of sick seamen and repairs, total \$333.80. Eleven sick seamen were admitted, and the keeper received a rate of \$3 per week for boarding these men. The receipts at the port of Bathurst for Sick Mariners dues amounted to \$203.36.

In the Province of Nova Scotia, Marine Hospitals are maintained at the ports of Yarmouth, Pictou, Sydney, Lunenburg and Point Tupper. At Halifax provision is made for the care of sick seamen at the Victoria General Hospital; under arrangements made with the Managers, by which the sum of 90 cents per diem is allowed for board and medical attendance of each seaman. The sum of \$6,627.60 was collected at Halifax as sick mariners dues during the past fiscal year and the sum paid the Victoria General Hospital for board, attendance and funeral expenses was \$5,726.85. The number of seamen admitted to the Hospital was 306 for the Port of Halifax and outports. The total expenditure on account of sick seamen in the Province of Nova Scotia for the fiscal year amounted to \$11,847.65 and the receipts to \$15,389.24.

The Marine Hospital at Yarmouth is located on Bunkers Island. The expenditure for the year in connection with this Hospital in detail was, \$150.00 Medical Superintendents salary; repairs \$128.77; bed clothes \$47.30 and Keepers account for board of sick seamen at \$3 per week and other expenses \$86.39 making a total of \$422.96. Seven men received medical treatment. The collection of dues at Yarmouth was \$428.32. The Medical Superintendent has reported that the building is too small to afford proper accommodation for patients, in accordance with the Superintendent's recommendation the Department is now considering the matter of building an addition to the Hospital, for the purpose of providing a new ward room.

The Pictou Marine Hospital is situated in the town of Pictou. The Medical Superintendent receives a salary of \$400 per annum and the Keeper a salary of \$200 per annum. The Superintendent and Keeper received three quarter's salary during the fiscal year ended 30th June; the expenditure was therefore on account of salaries, \$450; for board of seamen at \$3 per week, to the Keeper \$378.44, total for fiscal year \$828.44 while 19 seamen received treatment. The collection of dues at Pictou amounted to \$511.90.

At Sydney Marine Hospital the Medical Superintendent receives a salary of \$300 per annum and the Keeper a salary of \$250 in addition to \$3 per week for the boarding of sick seamen. The total expenditure at this Hospital for the fiscal year including funeral expenses, \$15, repairs \$16.61, was \$844.43. Eighty-five seamen entered the Hospital, some of whom were taken from the port of North Sydney where there is also a Medical Superintendent. The sick mariners' dues collected at Sydney amounted to \$2,821.46.

At Lunenburg there is also a Medical Superintendent for the Marine Hospital who receives \$150 per annum and a keeper whose salary is \$150 besides the rate of \$3 per week for board of sick seamen. The total expenditure in connection with

this hospital for the fiscal year including repairs, fuel and medicines amounted to \$701.20 while 21 seamen were admitted. The collection of dues at the port amounted to \$395.42.

At Point Tupper Marine Hospital, Port Hawkesbury, the Medical Superintendent receives a salary of \$100 per annum, the keeper a salary of \$144. The total expenditure at this hospital for the fiscal year was \$322.89 and the number of seamen admitted was 13, while the dues received at Port Hawkesbury amounted to \$96.28.

In the Province of Prince Edward Island the expenditure on account of sick and disabled seamen for the last fiscal year amounted to \$1392.92, and the receipts on account of sick seamen to \$447.56. Sick seamen are cared for at the Charlottetown and Prince Edward Island Hospitals under arrangements made with the managers of these institutions at the same rate as is paid to the public hospitals in other parts of the Dominion.

The Prince Edward Island Hospital admitted two sick seamen at 90 cents per diem and received the sum of \$115.20 for medical attendance and board. At the Charlottetown Hospital 9 men were admitted and the sum of \$211.50 was paid.

There is a Marine Hospital at Souris, Prince Edward Island. This hospital was built by the Public Works Department in 1876 and with the land, cost \$4,685.62. The foundation was made of posts with planks nailed to them to prevent the earth from falling into the cellar. This foundation soon decayed in places and the earth fell into the cellar. The building thus became useless for a hospital and unhabitable in the winter. Although the building is a substantial wooden building yet the department deemed it in the public interest to offer the land and building for sale by public tender rather than incur the expense of putting in a stone foundation. Tenders were accordingly invited on the 26th November last, for the purchase of the property, up to the 30th of December next. Public notices have been posted in conspicuous places and advertisements have appeared in the newspapers of Prince Edward Island.

In the Province of British Columbia the sum of \$3,422.62 was expended for sick seamen while the receipts from collections of dues amounted to \$6,149.68.

The Marine Hospital at Victoria has in attendance a Medical Superintendent with a salary of \$300.00 per annum, a keeper whose salary is \$500.00 per annum; he is also allowed a rate of \$5 per week for board and attendance of each seaman. The keeper procures fuel, lights, bedding, etc., at his own cost. The expenditure at this Hospital for the fiscal year was \$1,750.33, including salaries and keeper's allowance; fifty six men received medical attendance and board. The sick Mariners dues collected at the Port of Victoria amounted to \$1,382.64. The Agent at British Columbia in his Annual Report states that repairs to the Hospital at Victoria are necessary, and a report recommending in detail what the repairs should be was made by the Chief Engineer of the Department on his return from British Columbia in May last. The Public Works Department has been notified of the needed repairs and informed this Department that provision will be made in the estimates to be laid before Parliament next Session.

At ports where no hospitals are established in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, sick seamen are cared for under direction of the Chief Officer of Customs, if the vessels to which the seamen belong paid dues according to law. By reference to the Departmental Report of last year it will be seen that it was formerly contended that a sick seaman was not entitled to relief at any other port than the one where his vessel paid dues. An opinion was requested from the Justice Department on this subject and a reply was received expressing the opinion that the construction of the clause relating to treatment of sick seamen, in the Sick and Distressed Mariners Act, is doubtful. A circular to collectors of Customs was therefore issued 7th February, 1891, permitting sick seamen to be attended at the port of arrival of a vessel, pending further legislation, provided that the regular dues were previously paid at some port.

During the fiscal year the sum of \$3,839.98 was expended for shipwrecked and destitute seamen under the provisions of the Sick and Distressed Mariners Act. The above amount was appropriated from the fund arising from the collection of Sick Mariners dues and was paid for seamen belonging to the different Provinces as follows; Quebec, \$247.12; Nova Scotia, \$910.30; New Brunswick, \$116.69; Prince Edward Island, \$51.83 and general account \$39.52. A sum was also paid Her Majesty's Imperial Government to reimburse expenses incurred in caring for shipwrecked and distressed Canadian seamen in foreign ports, amounting to \$2,474.52 making the total expenditure of \$3,839.98 for distressed and shipwrecked seamen.

The total expenditure by this Department on account of sick and disabled seamen during the fiscal year amounted to \$31,315.14 and for distressed and shipwrecked seamen, \$3,839.98 making a total expenditure from the Sick Mariners fund of \$35,155.12, being \$6,573.99 less than the sum expended the preceding year and \$3,494.88 less than the amount appropriated by Parliament for the service. The dues collected amounted to \$43,829.68 or \$4,052.07 less than the preceding year. It will be seen that the receipts exceeded the expenditure \$8,674.56.

The receipts and expenditure in connection with this service during the preceding 23 fiscal years are as follows:—

			Receipts.	Expenditure.
For fiscal year ended 30th June, 1869.....			\$31,353 78	\$26,987 64
do do 1870.....			31,410 46	27,029 34
do do 1871.....			29,683 41	28,971 22
do do 1872.....			34,911 64	38,947 60
do do 1873.....			37,136 10	41,016 43
do do 1874.....			41,500 16	59,778 90
do do 1875.....			37,801 46	50,684 76
do do 1876			41,287 66	48,828 49
do do 1877			43,739 21	51,647 94
do do 1878.....			44,665 07	43,780 90
do do 1879.....			37,779 57	42,729 36
do do 1880.....			42,523 20	42,160 91
do do 1881.....			49,779 72	40,667 52
do do 1882.....			45,951 47	39,359 11
do do 1883.....			45,573 42	36,249 65

				Receipts.	Expenditure.
For fiscal year ended 30th June, 1884.....				48,667 07	39,553 58
do do 1885.....				39,068 39	44,501 57
do do 1886.....				40,848 05	50,377 62
do do 1887.....				42,334 92	37,447 35
do do 1888.....				41,669 64	36,447 85
do do 1889.....				39,306 29	41,320 59
do do 1890.....				47,881 75	41,729 11
do do 1891.....				43,829 68	35,155 12
				<u>\$938,702 12</u>	<u>945,372 26</u>
Deduct Receipts from expenditure.....					938,702 12
Excess of Expenditure over receipts.....					<u>\$6,690 14</u>

On the 19th May, 1891, a petition was forwarded to His Excellency the Governor General in Council from the foreign, coastwise and inland shipping interests of the Port of Montreal requesting the abolition of Harbour Police dues and Sick Mariners' dues in the ports of the Province of Quebec and the Maritime Provinces. A copy of a resolution passed by the Harbour Commissioners and a similar resolution of the Board of Trade of Montreal embodying the same request accompanied the petition. A circular dated 10th June, 1891, issued from this Department to Collectors of Customs at various ports in the Province of Quebec and the Maritime Provinces was also sent to Members of Parliament and shipping firms asking their opinions on the subject of the abolition of Sick Mariners' dues. About eighty replied to the Circular, the preponderance of opinion being in favor of continuing the collection of Sick and Distressed Mariners' dues, in the interests of seafaring men. After careful consideration of the whole subject it has not been deemed advisable to abolish the Sick Mariners' Fund as it has been found to be a means well adapted for providing relief and medical attendance for sick seamen who are disabled or become sick while engaged on board ship.

The abolition of Harbour Police dues at Montreal is dealt with under the heading of Harbour Police dues. The matter of abolishing similar dues at the port of Quebec is now under the consideration of the Government.

METEOROLOGICAL SERVICE.

The report of the Meteorological Service by the director, Mr. Carpmael, extending from the 1st October, 1890, to the 31st October, 1891, forms an appendix to this report. During the period referred to 12 stations in Ontario, 3 in Manitoba, 2 in the North-West Territories, 6 in British Columbia and 1 in Bermuda have been added to the list, while two ceased to report. The total number of stations in connection with the Meteorological service and the expenditure therewith at the end of the fiscal year is as follows:—Central office Toronto, \$12,636.18; ten chief stations viz: St. John, N. B., Quebec, Halifax, Montreal, Sydney, C. B., Fredericton, N. B., Regina, Woodstock, Ont., Esquimalt, B.C., and Winnipeg, Man., the expenditure in connection with these chief stations being \$8,086.46. There are also 24 telegraph stations, expenditure \$7,399.00; four reserve stations, \$775.00; fifty drum stations \$2,223.33, thirty-one special stations \$1,368.02, while for telegraphing the sum of

\$14,108.39 was expended, and for instruments, apparatus and miscellaneous expenses the sum of \$10, 585.55, making a total expenditure of \$57,181.93 for Meteorological service, an excess of expenditure over last year of \$4,314.01. The appropriation was \$56,100.00. The salaries of the superintendents at chief stations range from \$400 to \$1,200 according to the importance of the station; salaries of officers at telegraph stations range from \$50 to \$400 according to the work done, for special stations from \$18 to \$120, for a number of drum stations from \$45 to \$100, while at others 50 cents for each message received is paid. The Bermuda station is maintained jointly with the Government of Bermuda. This station was established at a cost of £21 sterling, half of which amount was paid by this Department; the instruments necessary for observations were sent from Toronto to Bermuda on the 4th of July, 1890. The further sum of £10 sterling is paid by the Department towards the annual expenses of the station. An effort was made to secure the transmission of messages by the Halifax and Bermuda Cable Company free of charge, as the service is largely in the interests of shipping on the Atlantic coast, but such an arrangement could not be made. The entire cost of cable messages to Halifax and by land lines to Toronto is borne by the Dominion Government. Steps were taken to ascertain cable rates, but no definite rate could be obtained from the company till their account was furnished, when it was found full rates were charged for code messages, a charge which the Department did not anticipate. It was then decided to terminate the service with Bermuda in view of the expense, as Parliament had not provided by vote a sufficient sum to defray the annual cost of messages at the rates charged in the account. This fact was intimated to the Cable Company through its agent at Ottawa and the company finally agreed to transmit meteorological cypher messages at half rates. The superintendent at Toronto was accordingly instructed to resume the service with the Bermuda station.

Many severe storms occurred in Canada since the last report was issued and in each instance warnings were issued. From the 1st of January to the 31st October, 1891 (10 months), 669 warnings were sent out, 540 or 80.7 per cent of which were verified. Weather forecasts were supplied and published in the newspapers and at about 1,400 telegraph offices in Ontario, Quebec and the Maritime Provinces and for Manitoba and part of the North-West Territories, forecasts were first published on the 26th August, 1891.

Warnings of approaching snow storms were issued to railways and it is proposed to extend this service to Manitoba and as far west as Qu'Appelle.

Voluntary observers have continued their work in many parts of the Dominion and have rendered assistance in interesting the public in a study of our varied climate. Many more have volunteered their services and have requested to be supplied with instruments, but these requests could not be complied with as the appropriation for Meteorological service, would not admit of any increase of expenditure for instruments.

The interest taken by the general public in the information furnished by the Meteorological and Magnetic observations is steadily increasing; this is evidenced by the increased number of enquiries at the central office from legal, municipal and railway corporations as well as private individuals.

For some years past the United States Army Signal Service co-operated with the Dominion service. This co-operation will be continued under the newly formed Weather Bureau connected with the Department of Agriculture, of the United States.

Inspection of the stations formed part of the duty of the staff at the central office Toronto; the reports upon the subject of inspection show that 73 stations were visited where instruments were adjusted and put in good order. Some changes have taken place in the staff at the central office caused by the withdrawal of some and the appointment of others. Lieut. A. R. Gordon, R.N., who was Deputy Superintendent of the Meteorological services for many years, was appointed Nautical Adviser and commander of the Fisheries Protection Services by Order in Council of the 14th October last. The office of the Deputy Superintendent of the Meteorological Service has been abolished.

MAGNETIC OBSERVATORIES.

The annual reports of the Director of the Magnetic Observatory at Toronto and the Observatories at Quebec, Kingston, Montreal and St. John, are attached to the report on the Meteorological Service. The sum of \$4,275.17 was expended on the magnetic observatory at Toronto, and \$500 for each of the observatories at Kingston and Montreal. The total expenditure on account of the Meteorological and Observatory Services for the past fiscal year amounted to \$62,457.10.

DETERMINATION OF THE TRUE LONGITUDE OF MONTREAL.

The accurate determination of longitude is a matter of very great importance, and is necessary for the construction of reliable hydrographic and other charts. Our knowledge of the positions of all points in Canada have hitherto depended on the longitude determinations made by the Government of the United States and Harvard College Observatory. The McGill College authorities have, for some time, entertained serious doubts respecting the longitude of Montreal, as determined in the past, and as better means for transatlantic determinations are now available than at the time when the American work was performed, it has been considered most desirable that an independent Canadian determination of longitude, should be made by direct connection of Montreal and Greenwich.

The Astronomer Royal at Greenwich and the authorities at McGill College have been in correspondence on the subject through the High Commissioner for Canada. The Board of Visitors to the Royal Observatory, Greenwich, passed a resolution stating that it "Is of opinion that the telegraphic determination of longitude is a matter of very great importance, and that necessary instrumental appliances should be obtained in order that the Royal Observatory may efficiently take part in such determination." The Admiralty accordingly set aside the sum of £350 for the instruments and £300 for the operations connected with the work. The sum of \$2,000 was also appropriated by the Parliament of Canada for the same purposes during the last session.

Mr. Hosmer, General Manager of the Canadian Pacific Railway Telegraph Company, has, on behalf of that Company, arranged for the free use of the Cable and Telegraph lines for transmission of signals and messages in connection with the work.

During the past season Prof. C. H. McLeod of McGill College Observatory Montreal, visited Canso, N.S., the Canadian terminus of the Cable and caused an observing hut to be erected at Hazel Hill. Instruments have been imported and preliminary tests in transmission of messages were made on the 7th and 14th June last between Montreal and Waterville the terminus of the cable in Ireland, and return, a distance of 8000 miles. The mean time of some one hundred trials was 1.05 seconds. In the operations of determining the longitude of Montreal it has been recommended by the Astronomer Royal that one or two English observers cross the Atlantic from England to Canada and that one or two Canadian observers cross from this side to England. All arrangements are practically completed and it is expected that observations will be commenced early next spring and continued throughout the summer.

TIDAL OBSERVATIONS.

The objects of Tidal Observations are two, first to make it possible to predict the time and height of high and low water on any day and any time, second, to connect therewith observations of tidal currents. It is this second object which has recently most attracted the attention of those interested in shipping within the Dominion. Many ships have run ashore and been wrecked in the darkness when the officers had supposed themselves far from shore. It has been improperly assumed that tidal currents are always connected with the direction and force of the wind and defy prediction. While this is true of surface currents, there is reason to suppose that by far the greater part of their irregularities are truly tidal and their laws may be ascertained by a proper system of observation.

All the observations on the tides which had until quite recently been worked up had been taken and reduced by methods which are now recognized as being inadequate to the solution of the problem. It was therefore decided to take observations at a number of points in the Dominion and have them reduced by modern methods. For this purpose three self recording tide gauges were imported from Scotland and sites were selected for the erection of these gauges during the season of 1891 by Mr. Carpmael, at the following places viz: St. John, N.B., Father Point, P.Q., and South West Point, Anticosti. It is proposed to keep the self recording gauges in operation for nineteen years for the purpose of ascertaining the long period tides. At other points similar observations with similar gauges will be necessary, extending over a period of three years, while at the same time, observations for a period of two months will be taken at numerous intermediate stations in order to complete the system.

Mr. Carpmael during the month of October visited certain points for the purpose of ascertaining their suitability for observing stations and has reported that it would be better to leave the establishment of some ten tide staff stations until the opening of navigation next spring. The expenditure on account of tidal observations including instruments, salaries of observers at Liscomb, and Canso, N.S., and reduction of observations at Halifax was \$1,654.96. Tide tables for the port of Halifax were distributed in 1890 for the past year and tide tables have already been distributed to Collectors of Customs along the south coast of Nova Scotia for the year 1892, free of charge.

CLIMATOLOGY.

The Meteorological Service is divided into two branches: the first engaged in the work of utilizing the observations taken simultaneously all over the Continent and transmitted by telegraph to Toronto from whence issue storm warnings and weather predictions for Canada; the second branch is employed in the examination, classification and reduction of the observations taken by Volunteer Observers and others for statistical and climatological purposes.

The publication of the results of observations in this second division has been continued annually since the establishment of the service in 1872, but inasmuch as the matter all appears in tabular form, it is only available to those who have the full series and desire to make a special study of the question. It is now proposed to deal with the mass of accumulated observations and put them in a serviceable and readable form, covering as far as possible observations in the whole Dominion. The question of comparative climatology of the different Provinces of the Dominion with known climates of the different European countries, will be fully dealt with.

This will be the first authoritative Government publication on the climate of Canada. It will cover a period of twenty years' continuous observations. A more detailed enquiry into the local climate of each province will follow in due course.

The object of the publication is to convey climatological knowledge that will be useful for immigration purposes and to show the suitability of the climate, in various localities, for raising certain agricultural crops and for horticulture, which can now be ascertained only by experiment.

It is expected that the work will require three years to complete. An assistant of literary ability and experience, having special climatological knowledge, will be added to the staff at Toronto, to whom this work will be assigned under the direction of Mr. Carpmael. The estimate for the necessary funds for carrying on the work will be submitted to Parliament during the coming session.

GEORGIAN BAY SURVEY.

The report of Staff Commander Boulton, R.N., as to the operations of the survey forms an appendix to this report. The sum of \$18,000 was voted for this service last Session, making with previous votes, a total appropriation of \$174,000 for the service. This survey will probably require three years more to complete it.

The expenditure for the past fiscal year amounted to \$17,677.51, being \$291.72 less than was expended the previous year.

The yearly expenditure on account of the Georgian Bay survey has been as follows, viz:—

Year 1882-83.....	\$ 77 81
1883-84.....	26,745 54
1884-85.....	20,454 68
1885-86.....	17,759 36
1886-87.....	21,592 55
1887-88.....	19,468 13
1888-89.....	17,808 46
1889-90.....	17,969 23
1890-91.....	17,677 51

\$159,553 27

Burrard Inlet Re-Survey.

In September of 1890 it was reported by the Pilotage authority of Burrard Inlet, British Columbia, that a shoal was discovered in the first Narrows of the Inlet. The Canadian Pacific Railway Company's steamer "Parthia" touched on the shoal on her voyage to China in June, 1890. The information first reached the Department through the Agent at Victoria who, considered it advisable to have soundings made in order to establish the depth of water at low tide on the shoal. He accordingly proceeded to Vancouver in the S.S. "Sir James Douglas," and had an interview with the commander of H. M. S. "Amphion," who granted the use of his steam cutter under the charge of Lieut. Barrett, R. N., which proceeded to the shoal, with Captain Gaudin of the "Sir James Douglas," and the Harbour Master on board. Captain Gaudin reported on the 5th September, 1890, that Lieutenant Barrett, R. N., took soundings on the middle ground of the first Narrows, Burrard Inlet, on that day and found 5 fathoms midway between Brockton Point and number 3 Beacon, which would make 4 fathoms low water spring tides. It was further represented to the Department that a re-survey of Burrard Inlet was necessary in view of the fact that large vessels with heavy draft of water are now entering Burrard Inlet. An Order in Council dated 4th November, 1890, recommended to Her Majesty's Government a re-survey of Burrard Inlet. Replies were received 9th December, 1890, and 5th March, 1891, agreeing with the proposal of the Dominion Government. Mr. W. J. Stewart 1st Assistant to Staff Commander Boulton was detached from the Georgian Bay survey and with two men as assistants, and necessary instruments was conveyed from Owen Sound, Ont., to Vancouver, B.C., free of charge by the Canada Pacific Railway, arriving on the 21st April. A whale-boat was loaned by the Naval Authorities at Esquimalt, B. C., in which Mr. Stewart sounded 450 miles, while 75 nautical miles of shore line were travelled on foot. The re-survey was completed on the 25th September last, and the expenditure during the fiscal year was \$1,690.12; the parliamentary grant being \$2,500. Mr. Stewart's Report will be found attached to that of Staff Commander Boulton's, which will form an Appendix to this report.

REWARDS FOR SAVING LIFE AND LIFE-BOAT SERVICE.

An appropriation of \$8,000 was made by Parliament for the above named service, and the sum of \$4,952.20 has been expended during the last fiscal year. In an appendix published with this report will be found a list of persons to whom rewards and testimonials have been granted by the Government of Canada and by Her Majesty's Government, and also by Foreign Governments, for humane and gallant exertions in saving life at sea, and also of rewards given for saving life on the shores of Canada.

An appendix to this report contains a statement of the life-boat stations established in the Dominion, together with particulars as to boats, crews, equipment and services rendered.

The crews of life-boats consist of a coxswain and 6 men, who all sign articles of engagement, in consideration of compensation prescribed by the Department. This compensation has hitherto been \$1.50 per man for each drill satisfactorily performed while the Coxswain, who is also the superintendent of the station, receives in addition

the sum of \$75 per annum for taking charge of the life-boat house, boat and all apparatus and is responsible to the Department for the property placed in his care. Rewards of money are also given to the crews when lives are saved through gallant exertions or the rescues have been sufficiently meritorious to deserve recognition by money rewards. Reports have been received from the superintendents of 18 stations, showing that drill had been satisfactorily performed by the crews twice a month, for seven months at each station. The crew of the life-boat at Wellington station went to the assistance of the American schooner "Owasco" of Detroit, on the 30th of August last and found that the vessel was in distress and partially disabled. No lives were saved by the life-boat crew, but as in all cases where exertions have been made to aid vessels in a storm the service counted as drill.

The life-boat crew at Blanche, N.S., rescued the captain, cook and 14 fishermen of the American schooner "Plymouth Rock," which vessel was totally wrecked on Blanche Island, N.S., on the 11th December, 1890. The sum of \$5 was paid each of the rescuers as a reward for his efforts in saving the lives of the fishermen. The Blanche life-boat crew also visited, twice, the wreck of the American schooner "Paul and Essie" on the 8th of September last: no lives, however, were saved by the life-boat crew, but the service was duly considered as drill.

The Port Stanley life-saving crew rescued the captain, mate and four seamen of the Canadian schooner "E. G. Benedict" on the 19th November last. The E. G. Benedict was stranded in the Harbour of Port Stanley and the crew was compelled to take to the rigging as a heavy sea was breaking over the vessel at the time. All hands were taken from their perilous position, with much difficulty, by the life-boat crew. The rescued men publicly acknowledged in the *St. Thomas Times* the great service rendered by the life-boat. The sum of \$5.00 each was paid to the rescuers by the Department as a reward for saving life.

The Goderich life-boat crew went to the rescue of the Canadian schooner "Bavarian" which was driven on the shoals to the north of Goderich Harbour, in the storm on the 31st of October last. The captain, mate and four seamen were saved by the life-boat; the vessel became a total wreck. On the 17th November the Goderich life-boat crew went to the assistance of the American schooner "Edward Kelly," of Monroe, Michigan, U.S. Assistance was given the exhausted men of the schooner by relieving them at the pumps and procuring provisions for them. The "Edward Kelly" was afterwards towed to Cleveland, Ohio, by a tug.

Two self righting and self-bailing boats were taken to Sable Island in 1888, but owing to their great weight have never been used in actual service. They are not suitable, it has been found, for this station, as it is often necessary to draw the boats over a sandy beach to launch them where required. It has been deemed advisable to remove these boats to stations where they can be immediately launched into deep water and have them replaced by a Beebe open surf-boat and a Beebe McLellan self-bailing surf-boat. Tenders were accordingly invited on the 31st March last for the construction of two boats of the above description and one surf-boat waggon. The tender of E. F. Williams of Dartmouth, Nova Scotia, for \$375 and \$245 respectively, for the boats, and the tender of Messrs. DeWolfe & Co. of Halifax, offering to build the waggon at a cost of \$84.90, being the lowest, were accepted. The waggon was completed according to specification in August last. The boats are approaching

completion, some delay having been caused by the difficulty in procuring the proper description of wood, which the specification requires should be of white cedar.

One of the heavy self-righting boats at the Sable Island station was put on board the "Newfield" on her late trip to the Island and taken to Halifax. The boat will be removed to Cape Tormentine in the Strait of Northumberland when a boat-house is completed which the Department proposes to build at that point to meet the requirements of the ice-boat as well as the life-boat service.

SIGNAL SERVICE.

The report of Mr. McHugh, Inspector of this service at Quebec, forms an appendix to this report. A statement is given in his report of the movements of ice in the Straits of Belle Isle, as noted by the signal agents at various stations. Daily reports have, for some time past, been forwarded to the Boards of Trade of Montreal, Quebec, St. John, N.B., and the Chamber of Commerce of Halifax, respecting the prevailing winds, weather and conditions and locality of ice in the spring, in the Gulf and River of St. Lawrence. The ice reports were discontinued to some of these ports as the season advanced. During the past year similar reports have been sent to North Sydney, a port of call for large vessels from European ports. In addition to this, information was telegraphed from one ice signal station to another. Vessels arriving from Europe and other vessels bound up the Gulf and St. Lawrence River are thus enabled to obtain information as to the winds, ice and weather at the localities they may have to pass. The month of April is the month in which the ice reports are found of most service, as navigation then opens. Sealing vessels are also aided very much by the messages which are forwarded from one station to another, respecting the appearance of seals.

The expenditure for the fiscal year was \$4,700, whilst the parliamentary appropriation was \$6,000.

The distances from Quebec to the different signal stations have been found by actual measurement to be slightly different from those previously published. The correct measurement, in Marine miles, will be found in the appendix published with the present report.

REMOVAL OF OBSTRUCTIONS TO NAVIGATION.

An appropriation of \$5,000 was made by Parliament for the removal of obstructions in navigable waters, and the sum of \$3,633.65 was expended during the last fiscal year. The schooner "Susie Prescott" was sunk in the channel of the Petitcodiac River, New Brunswick, in June of 1890 and still remains, having caused no trouble. The sum of \$20 has so far been expended in marking this obstruction. The sum of \$1,858.89 was paid for the successful removal of the wrecked American schooner "Mary Birkhead" sunk at Limekiln Crossing, Detroit River, Ontario. Tenders for removing this wreck were publicly invited and the contract was given to Messrs. F. B. Hackett and A. Herminger. The wreck of the schooner "Charger," also an American vessel, sunk by collision in the Point Pelee Passage, Lake Erie, was removed in April last. Tenders were also invited by public notice and the contract was awarded to F. B. Hackett, his tender being \$1,600.

The schooner "Magnolia" was wrecked and sunk in the Annapolis River, Nova Scotia. The wreck formed an obstruction to navigation, and tenders were invited for the removal in the usual way. The tender of Timothy B. Chapman was the lowest and the contract was awarded to him. The work has been completed at a cost of \$475.

The American schooner "Foyette Brown" is sunk nine miles east of the Dummy Lighthouse, Point Pelee, Lake Erie, and is an obstruction to navigation. The wreck has been abandoned by the owner. The work of removing the vessel was begun by Mr. F. B. Hackett last fall, and will be continued next spring under an agreement to accept the wreck as compensation. The sum of \$100 has been expended in connection with this obstruction.

The "Maria Catharine," coal laden, was sunk in Mill Cove, Dartmouth, Halifax Harbour. Tenders were invited by public notice and the contract of removing the wreck was awarded to Mr. E. J. Bowes, who removed the vessel in December, 1890, at a cost of \$300.

The schooner "Fremont" which sunk at her moorings in Dartmouth Cove, Halifax Harbour, was also removed by contract, at a cost of \$300, by Mr. John Sheridan, who tendered for the work in response to a public notice inviting tenders.

The wrecked schooner "Ellen" was left by the owners on the proposed site of the public wharf at Kingston, Kent County, N.B. This wreck was removed in August last, by Messrs. G. & J. Robertson, whose tender was \$125, and this sum has been paid and will appear in the expenditure of 1891-92.

The tug "Lion" which was sunk at the entrance of Richibucto Harbour was removed by contract June, 1890, for which tenders were called. The sum of \$950 was expended during the fiscal year of 1890-91, in connection with the removal of this obstruction.

The Government hold the owners of wrecked vessels responsible for the cost of removal of them when they form an obstruction in navigable waters in Canada, under the provisions of "An Act respecting the Protection of Navigable Waters." Steps are usually taken to recover the amount expended in removing obstructions unless the owners are entirely without the means of reimbursing the Government.

Tenders have been called for the removal of the schooner A. G. Ryan," sunk off Captain John's Island, bay of Quinté, Ontario; also for the removal of the schooner "J. L. Crossley" sunk off the Gas Company's wharf in Halifax Harbour, Nova Scotia.

STEAMBOAT INSPECTION AND CERTIFICATES TO ENGINEERS.

The annual report of the Board of Steamboat Inspection for the year 1891, forms an appendix to this report. The statement showing certificates granted to engineers of steamboats will be published in the supplement to this report, together with a list of steam vessels inspected and steam vessels not inspected; numbers of passengers allowed to be carried in each passenger steamboat; steam vessels added to the list, and steamers lost or laid up, or rendered unfit for service during the year.

The amount received during the past fiscal year on account of tonnage dues, inspection of steamboats and certificates to engineers was \$21,644.72, of which sum \$20,890.72 was for tonnage dues and inspection fees, and \$754 for certificates to engineers. The expenditure for the fiscal year amounted to \$22,183.76, leaving a deficiency of \$539.04.

The following is a comparative statement of receipts and expenditure:

		Receipts.	Expenditure.
For fiscal year ended 30th June, 1870.....		\$ 12,521 29	\$ 7,379 18
do do 1871.....		10,369 96	8,321 00
do do 1872.....		11,710 43	8,500 00
do do 1773		15,412 75	11,205 54
do do 1874.....		15,603 19	10,291 58
do do 1875.....		15,011 90	12,199 81
do do 1876.....		13,811 24	13,081 86
do do 1877.....		15,858 42	12,073 01
do do 1878.....		12,431 25	13,228 28
do do 1879.....		12,331 16	13,076 46
do do 1880... ..		15,424 02	11,854 34
do do 1881.....		16,905 49	12,211 65
do do 1882.....		15,277 78	14,835 97
do do 1883.....		12,577 36	16,209 02
do do 1884.....		15,371 79	21,893 28
do do 1885.....		13,343 66	23,235 04
do do 1886.....		14,087 76	21,775 57
do do 1887.....		12,701 20	22,837 80
do do 1888.....		12,550 14	21,430 45
do do 1889.....		12,576 18	22,313 03
do do 1890.....		19,859 18	20,989 52
do do 1891.....		21,644 72	22,183 76
		<hr/>	<hr/>
		\$317,381 87	\$342,146 15
Deduct receipts from expenditure.....			317,381 87

Balance to debit of fund.. \$ 24,764 28

It will be seen by reference to the report of last year, that as Minister of Marine and Fisheries, under the authority of the Steamboat Inspection Act, you directed that the sentence of the Court of Enquiry, in the case of the loss by fire of the steamer "Quinté," in 1889, be set aside, on the ground that the sentence was unduly severe, and that the law did not provide for the suspension of an engineer's certificate, which suspension was part of the penalty for alleged negligence on the part of the engineer of the "Quinté." Some of the passengers who were injured on board the "Quinté" entered an action against the owners of the steamer for damages, and the case was tried at Picton, Ontario, Assizes in the spring of 1891. Mr. Justice Rose delivered an elaborate argument in the case, in which he found that there was no culpable negligence on the part of the owners or officers of the "Quinté."

In the matter of suspending an engineer's certificate "The Steamboat Inspection Act" was amended in May, 1890, and now reads, sub-section eight, section forty-one: "The certificate of any such engineer may be suspended or revoked by the Minister of Marine and Fisheries upon proof of negligence, unskillfulness or drunkenness, or in consequence of the finding of a coroner's inquest, and may also be suspended or revoked by the said Minister for any other cause, provided such other cause is deemed sufficient by the said Minister and is certified as such by him."

The Act was also amended in August, 1891, by adding the following paragraphs: "The expression 'passenger' means any person carried on a steamboat, other than the master and crew, and the owner, his family and servants."

"The expression 'Minister' means the Minister of Marine and Fisheries."

In the case of the prosecution of the owners of the "Edith May," of Toronto, referred to in the report of last year, it was found that the steamer had been running on the Muskoka Lake without a certificate of inspection. The case was tried before two Justices of the Peace, at Bracebridge, Ont., and resulted in the full penalty of the law being imposed, viz., \$400. This full penalty was imposed as the 10th section of the Steamboat Inspection Law does not contain any provision for a smaller penalty. It was learned that the vessel had been inspected and part of the equipment was deficient, the necessary equipment was afterwards supplied as directed by the hull inspector, but the "Edith May" began running before the final inspection was made, and therefore, did not obtain her certificate of inspection. A petition signed by the mayor of Bracebridge, the sheriff, the Crown attorney, the two justices of the peace who imposed the fine, and numerous influential residents of the District was forwarded to the Department, asking that the amount of the fine be refunded. After careful consideration of the case in which it was apparent that the letter of the law only was violated, and that the safety of passengers had been provided for, an Order was passed by the Governor General in Council on the 31st January, 1891, remitting the fine imposed on Mr. Cox, less the expenses incurred by the Government in the case, together with the amount of inspection fees and dues payable for the years 1889 and 1890.

An investigation into the cause of the collapse of the furnace of the boiler of the steamer "Lillie," of Hamilton, was held in May last by the Board of Steamboat Inspection. The Board recommended the suspension of the engineer's certificate for three months, but as no proof of negligence of the nature required by the Steamboat Inspection Act was furnished the Minister of Marine and Fisheries, the engineer's certificate was returned to him.

On the 9th April, 1891, serious damage was caused to the boiler of the SS. "Islander" of British Columbia by the alleged negligence of the third engineer of the steamer in allowing the water to become short. An investigation has been held into the case, and the matter of the suspension of the engineer's certificate is now pending.

The following list contains the names of the inspectors of boilers and machinery, and hulls and equipment of steamboats, viz.:—

Name.	Position.	Address.
W. J. Meneilley.....	Chairman of the Board of Steamboat Inspection.....	Ottawa.
Capt. M. P. McElhinney....	Inspector of Hulls and Equipment.....	do
C. R. Coker.....	do do	St. John.
Thos. Harbottle.....	do do	Toronto.
P. D. Brunelle.....	do do	Quebec.
R. Collister.....	do do	Victoria, B.C.
Thos. Donnelly.....	do do	Kingston.
Jos. Samson.....	Inspector of Boilers and Machinery.....	Quebec.
John Burgess.....	do do	Montreal.
Douglas Stevens.....	do do	Halifax.
Edward Adams.....	do do	Kingston.
E. R. Abell.....	do do (and Hulls and Equipment)	Selkirk.
Jas. Johnson.....	Inspector of Boilers and Machinery..	Toronto.
John Dodds.....	do do	do
J. A. Thomson.....	do do	Victoria.
W. L. Waring.....	do do	Halifax.

CERTIFICATES TO MASTERS AND MATES FOREIGN SEA-GOING.

The report of the chairman of the Board of Examiners of Masters and Mates of sea-going ships for the year ending 30th November, 1891, will appear as an appendix to this report.

During the past twelve months, as will be seen by reference to the report in the appendix, the Board of Examiners have held meetings for the examination of candidates at the Ports of Halifax, N.S., St. John, N.B., Quebec and Yarmouth, N.S., 143 candidates presented themselves for examination at the ports named; 102 succeeded in passing, while 41 failed. Of the 102 that passed, 52 received certificates as master, and 50 as mate.

The number of candidates who have passed and obtained sea-going masters' certificates of competency since the Act went into operation, viz: 16th September, 1871, to the 30th November, 1891, is 1,791 and the amount paid for certificates at the rate of \$10 each, \$17,910. During the same period 1,204 candidates received certificates of competency as mate, and the amount paid, at the rate of \$5 each was \$6,020.

In the supplement to this report a list will be found of all who have obtained certificates of competency and service, either as master or mate from the 30th November, 1890, to the 30th November, 1891.

During the twelve months no certificates of service-foreign sea-going have been granted. The total number of certificates of service issued since the Act came into operation is 947 for the grade of master and 380 for that of mate, making a total of 1,327 certificates of service granted. The fee charged for certificates of service is at the rate of \$5 for master and \$3 for mate.

INLAND AND COASTING CERTIFICATES.

During the 12 months ended 30th November, 1891, the number of candidates who have passed and obtained masters' certificates of service is 63 and the amount

paid for their certificates at the rate of \$4 each, was \$252. During the same period 9 candidates applied for certificates of service as mate and the amount paid at the rate of \$2 each, was \$18.

Applicants for certificates of competency as master numbered 120 and the amount paid at the rate of \$8 each, was \$960. Sixty-three applied for certificates of competency as mate, and the amount paid, at the rate of \$4 each, was \$252. The amount received for renewed certificates of competency and service was \$13 making a total of \$1,495 received from masters and mates inland and coasting certificates.

A list of certificates issued during the twelve months ended 30th November, 1891, will be found in supplement No. 1 to this report.

The total amount of fees received on account of certificates of competency and service, both sea-going and inland and coasting, during the fiscal year ended 30th June last, amounted to \$2,586 and the amount in detail expended on account of this service as will be seen by reference to appendix No. 1 to this report, was \$4,255.24. The vote for this service was \$5,000, and the sum expended to 30th June, 1891, \$4,255.24 leaving an unexpended balance of \$744.76. A list of certificates cancelled during the last twelve months will also be found in the supplement to this report.

The following statement shows the total receipts and expenditure on account of masters and mates since 1871.

			Expenditure.	Receipts.
For fiscal year ended 30th June, 1871.....			\$ 1,410 45	.....
do	do	1872.....	4,312 07	\$ 1,344 00
do	do	1873.....	6,466 18	4,963 00
do	do	1874.....	4,520 19	2,995 00
do	do	1875.....	5,696 62	2,715 00
do	do	1876.....	4,672 08	2,021 87
do	do	1877.....	4,050 00	1,740 50
do	do	1878.....	4,249 76	1,296 50
do	do	1879.....	4,250 12	1,334 50
do	do	1880.....	4,253 43	1,547 00
do	do	1881.....	3,888 41	1,333 50
do	do	1882.....	3,965 19	1,152 50
do	do	1883.....	4,021 20	1,314 00
do	do	1884.....	3,909 59	9,437 50
do	do	1885.....	4,324 15	2,897 00
do	do	1886.....	5,245 28	2,152 00
do	do	1887.....	4,855 98	2,172 00
do	do	1888.....	5,060 96	3,220 80
do	do	1889.....	4,381 04	2,202 00
do	do	1890.....	4,117 83	2,186 00
do	do	1891.....	4,255 24	2,586 00
			<hr/>	<hr/>
			\$94,905 77	\$50,610 67
Receipts.....			50,610 67	
			<hr/>	<hr/>
Excess of expenditure over receipts			\$44,295 10	

The following amendments were made to the Masters and Mates Act in August, 1891:—

“1. Section one of the Act respecting Certificats to Masters and Mates of Ships, chapter seventy-three of the Revised Statutes, is hereby amended by adding the following paragraphs thereto:—

“(h.) The expression ‘inland waters of Canada’ means all the rivers, lakes and other navigable waters within Canada, except salt-water bays and coasts on the sea-coast, and includes the River St. Lawrence as far seaward as a line drawn from Father Point, on the south shore, to Point Orient, on the north shore;

“(i.) The expression ‘minor waters of Canada’ means all inland waters of Canada other than Lakes Ontario, Erie, Huron including Georgian Bay, and Lakes Superior and Winnipeg, and includes all bays, inlets and harbours of or on the said Lakes and Bay.’

“7. The Minister may, subject to the proviso hereinafter made, grant to every applicant who is duly reported by any one or more of the examiners to have passed the examination satisfactorily, and to have given satisfactory evidence of his sobriety, experience, ability and general good conduct on board ship, a certificate (hereinafter called a certificate of competency), to the effect that he is competent to act as master or as first or second mate of a sea-going ship, or as master or mate of a ship trading on the inland waters of Canada, or on the minor waters of Canada, or in the coasting trade, as the case may be, and whether for sailing ships or steamships—stating, in the case of sailing ships, whether for square-rigged ships or for fore-and-aft rigged ships only, and, in the case of steamships, whether for passenger, freight, ferry or tug boats; but in every case in which the Minister has reason to believe that such report has been unduly made, he may remit the case either to the same or any other examiner or examiners, and may require a re-examination of the applicant, or a further inquiry into his testimonials and character, before granting him a certificate.’”

WRECKS AND CASUALTIES.

The total number of casualties to British, Canadian and foreign sea-going vessels reported to the Department as having occurred in Canadian waters, and to Canadian sea-going vessels in waters other than those of Canada during the twelve months ended 30th November, 1891, was 260, representing a tonnage of 72,360 tons register, and the amount of loss, both partial and total, to vessels and cargoes, so far as ascertained, was \$694,653.

The number of lives lost in connection with these casualties will appear in the supplement to this report.

The disasters reported to this Department as having occurred to vessels on the inland waters of Canada, and to Canadian vessels on the inland waters of America during the twelve months ended 30th November, 1891, were 14, and the tonnage involved was 11,414 tons register, and the amount of loss both partial and total to vessels and cargoes, so far as estimated, was \$44,169.

There were no lives reported as lost.

When the wreck register was closed in 1891 a number of casualties had been reported of which the Department had not sufficient particulars to enable it to publish them in the list for that year. Returns have subsequently been received for many of these casualties, and a detailed list of these will be found in the supplement to this report. These casualties have been added to those previously reported, with the result of increasing the totals for 1891.

COMPARATIVE STATEMENT of the Losses reported to the Department since 1870 :

		Casualties.	Tonnage.	Lives Lost.	Damage.
For the year ending 31st December, 1870.....		335	82,808	210	\$ 901,000
do do 1871.....		274	81,035	81	2,100,000
do do 1872.....		290	99,109	237	2,507,338
do do 1873.....		350	99,523	*813	2,844,133
do do 1874.....		308	106,682	109	2,029,965
do do 1875.....		286	99,427	78	2,468,521
do do 1876.....		452	153,368	404	2,942,955
do do 1877.....		468	177,896	153	3,952,582
do do 1878.....		414	161,760	187	3,445,875
do do 1879.....		533	198,364	339	4,119,233
do do 1880.....		445	179,993	217	3,820,652
do do 1881.....		440	210,719	399	4,982,423
do do 1882.....		451	193,655	271	3,138,423
do do 1883.....		366	158,826	259	2,029,752
do do 1884.....		324	119,741	253	2,965,321
do do 1885.....		346	144,726	198	2,753,667
do do 1886.....		377	150,277	54	1,950,799
do do 1887.....		335	149,395	91	1,662,688
do do 1888.....		319	105,060	52	1,126,124
For 11 months ended 30th November, 1889.....		268	110,716	163	1,554,319
do 31st October, 1890.....		242	78,343	64	1,194,516
For 12 months ended 30th November, 1891....		260	72,360	.....	694,653

*Of this number, 545 persons were lost by the wreck of the steamship "Atlantic" on the 1st of April, 1873.

COASTING TRADE OF CANADA.

By the provisions of chapter 83, Consolidated Statutes of Canada, being an Act respecting the coasting trade of Canada, no goods or passengers can be carried by water from one port in Canada to another except in British ships; but the Governor in Council may, from time to time, declare that the Act shall not apply to the coasting trade of such country. The Parliament of Canada was empowered to pass the Act alluded to under the provisions of the Imperial Act, 32 Vic., Chap. 11, intituled: "An Act for amending the Law relating to the Coasting Trade and Merchant Shipping in British Possessions," which came into operation in this country on its proclamation by the Governor-General on the 23rd October, 1869.

It having been ascertained that the following countries, viz., Italy, Germany, the Netherlands, Sweden and Norway, Austro-Hungary, Denmark, Belgium and the Argentine Republic, allowed British ships or vessels to participate in their coasting

trade on the same footing as their own national vessels, the ships of Italy by Order in Council of the 13th August, 1873; those of Germany by Order in Council of the 14th of May, 1874; those of the Netherlands by Order in Council of the 9th of September, 1874; those of Sweden and Norway by Order in Council of the 5th November, 1874; those of Austro-Hungary by Order in Council of the 1st June, 1876; those of Denmark by Order in Council of the 25th of January, 1877; those of Belgium by Order in Council of the 30th September, 1879; and those of the Argentine Republic by Order in Council of the 18th May, 1881, were admitted to the coasting trade of Canada.

INSIDE SERVICE.

The following list comprises the names of officials and employes engaged in the Inside Service of the Department on the 1st December, 1891.

Name.	Rank.	Salary.
		\$ cts.
Wm. Smith.....	Deputy Minister.....	3,200 00
John Hardie.....	Chief Clerk.....	2,400 00
F. Gourdeau.....	do and Accountant.....	2,100 00
Wm. P. Anderson.....	Chief Engineer and General Superintendent of Lighthouses...	2,400 00
A. R. Gordon.....	Chief Clerk and Nautical Adviser.....	2,400 00
W. L. Magee.....	First Class Clerk.....	1,800 00
W. H. Alexander.....	do.....	1,450 00
M. P. McElhinney.....	do and Nautical Adviser.....	1,450 00
A. W. Owen.....	Second Class Clerk.....	1,400 00
J. B. Halkett.....	do.....	1,250 00
W. W. Stumbles.....	do.....	1,150 00
V. C. Nicholson.....	do.....	1,150 00
V. H. Steele.....	do.....	1,150 00
Wm. B. Carleton.....	Third Class Clerk.....	1,000 00
A. Halkett.....	do.....	1,000 00
J. E. McClenaghan.....	do.....	850 00
R. Roy.....	do.....	730 00
A. H. Guion.....	do.....	600 00
W. C. Gordon.....	do.....	400 00
Extra Clerks.		
M. Lamouche.....	Extra Clerk.....	\$2 25 per diem.
C. F. Cox.....	do.....	4 00 do
W. G. Lampey.....	do.....	2 50 do
B. H. Fraser.....	do.....	2 25 do
L. J. Burpee.....	do.....	1 50 do
R. G. Davis.....	do.....	\$400 per annum.
Miss Doyle.....	do Private Secretary.....	600 do

OUTSIDE SERVICE.

The number of persons employed on the Outside Service on the 1st December, 1891, was as follows:—

Superintendent of Lights and Light-keeper &c., in Ontario and above Montreal.....	156
Officers of agency in city of Quebec, and Light-keepers, Fog-whistle keepers, crews of Lightships, &c., at and below Montreal, in the Province of Quebec.....	158

Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, Attendants at Humane Establishments, &c., in Nova Scotia.....	197
Agent, Clerk, Messenger, Superintendent of Lights, Light-keepers, Fog-whistle Keepers, &c., in New Brunswick...	103
Agent and Light-keepers in Prince Edward Island.....	41
Agent and Light-keepers in British Columbia.....	15
Officers and crews of Dominion steamers and vessels.....	165
Captains of lifeboats.....	28
Inspectors of Steamboats.....	16
Examiners of Masters and Mates, and Clerk to Chairman of Board	15
Officers and servants in Marine Hospitals.....	41
Shipping Masters.....	24
Harbour Masters.....	187
Officers of Observatories, Meteorological Observers, &c., receiving pay.....	142
Receivers of Wreck.....	37
Wharfingers	108
Making a total of.....	<u>1,434</u>

For the previous year the number was 1,379. In addition to the 1,434 mentioned above, there are 79 Registrars of Shipping, who act under the direction and control of this Department, but are, at the same time, Collectors of Customs at the various ports of registration, and receive no salary or fees in their capacity of registrars. There are 95 measurers and surveyors of shipping at certain ports throughout the Dominion, who act as officers of this Department, and are remunerated from their fees of office, although, in addition to such office, many of them hold a position in the Customs service. Also, in addition to the above, by Orders in Council of the 21st April and 2nd December, 1874, the Chief Officer of Customs at each port in the Provinces of Quebec, Nova Scotia, New Brunswick, British Columbia and Prince Edward Island, where no separate shipping office has been established, is to be held and deemed a shipping master, is to receive the fees, make the half-yearly returns to this Department, and act in that capacity under its directions.

From the above statement it will be seen that there are 142 officers of observatories, &c., who receive pay for the performance of their duties; but in addition thereto there is a large number of meteorological observers throughout the Dominion who give their services gratuitously.

CORRESPONDENCE.

The correspondence has been gradually increasing from year to year. The number of letters received and registered in 1878 was 5,853 while the number received and registered in 1891 was 9,326. This does not include the applications for masters' and mates' certificates, wreck returns, returns from harbour masters, shipping masters, wharfingers, nor accounts, all of which are entered in books specially kept for the purpose. The number of letters sent from the Department during the last calendar year was about 10,000.

MERCHANT SHIPPING.

NUMBER AND TONNAGE OF VESSELS, LOAD LINES AND DECK CARGOES.

The total number of vessels remaining on the Register Books of the Dominion, on the 31st December, 1891, including old and new vessels, sailing vessels, steamers and barges, was 7,015, measuring 1,005,475 tons, register tonnage, being an increase of twenty-four vessels and a decrease of 19,499 tons register, as compared with 1890. The number of steamers on the registry books on the same date was 1,433, with a gross tonnage of 221,679 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on 31st December would be \$30,164,250.

The number of new vessels built and registered in the Dominion of Canada during the present year was 312, measuring 52,145 tons, register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$2,346,525 for new vessels. The number of tons of new vessels is included in the total register tonnage of 1,005,475, and in the total value of \$30,164,250.

A statement follows showing the number of vessels and number of tons on the Register Books at the different ports of registry in the Dominion, on the 31st December, along with a comparative statement of the tonnage from 1873 to 1891, both inclusive. A statement is also attached showing the number of vessels built and registered in the Dominion during the present year, and a comparative statement of the number of new vessels built and registered from 1874 to 1891, both inclusive. The number of steamers herein mentioned and their gross tonnage, differ from the number and gross tonnage stated in the report of the Chairman of the Board of Steamboat Inspection, as inspectors returns include only steamers inspected and those known to them.

STATEMENT showing Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada on 31st December, 1891.

PROVINCE OF NOVA SCOTIA.

Ports.	Number of Vessels.	Number of Steamers.	Gross Tonnage of Steamers.	Total Registered Tonnage.
Amherst.....	10			906
Annapolis.....	73	3	85	10,453
Arichat.....	126	1	66	5,826
Barrington.....	44	1	15	1,880
Baddeck.....				
Canso.....	1			73
Digby.....	165	4	123	11,962
Guysboro.....	47			2,389
Halifax.....	817	49	7,372	56,975
Liverpool.....	85	3	146	7,469
Lunenburg.....	311	6	409	27,153
Maitland.....	36			34,215
Pugwash.....	9			693
Parrsboro.....	120	1	12	28,058
Pictou.....	70	12	928	18,290
Port Hawkesbury.....	66	2	43	2,816
Port Medway.....	26	1	45	2,092
Sydney.....	122	9	695	5,245
Shelburne.....	99	2	57	8,608
Truro.....	4			1,214
Windsor.....	196	9	1,517	134,665
Weymouth.....	35	1	154	3,062
Yarmouth.....	316	14	2,325	97,714
Totals.....	2,778	118	139,92	461,758

STATEMENT showing Number of Vessels and Number of Tons on the Registry Books
of the Dominion of Canada on 31st December, 1891.

PROVINCE OF NEW BRUNSWICK.

Ports.	Number of Vessels.	Number of Steamers.	Gross Tonnage of Steamers.	Total Registered Tonnage.
Chatham	195	30	1,416	9,166
Dorchester	14			7,599
Moncton	17	2	50	2,825
Richibucto	18	2	107	4,275
Sackville	13	2	231	2,104
St. Andrews	140	3	45	4,002
St. John	572	58	7,064	163,222
Total	969	97	8,913	193,193

PROVINCE OF QUEBEC.

Amherst, M. I.	30			1,098
Gaspé	40	1	709	2,490
Montreal	451	139	51,645	78,489
New Carlisle	16	3	49	800
Perce	2			133
Quebec	865	124	21,729	79,320
Total	1,404	267	74,132	162,330

PROVINCE OF ONTARIO.

Amherstburg	3			148
Belleville	14	7	499	862
Brockville	31	28	766	839
Bowmanville	3			425
Collingwood	46	44	5,021	3,878
Chippewa	3	2	263	153
Cramahe	2			278
Chatham	27	16	1,103	1,663
Cobourg	6	2	51	472
Cornwall	3	2	178	214
Dunville	9	5	636	1,027
Deseronto	7	5	785	784
Goderich	39	20	867	1,998
Hamilton	47	32	7,700	6,910
Kingston	206	76	12,505	26,090
Morrisburg	3	1	55	382
Napanee	8	3	302	922
Owen Sound	32	29	4,833	3,379
Ottawa	196	100	12,143	20,529
Oakville	4			323
Prescott	28	14	627	3,753
Port Burwell	15	6	167	1,411
Port Arthur	6	6	382	259
Port Dover	17	4	131	1,112
Port Colborne	5	2	95	597
Port Hope	64	38	3,031	5,788
Port Rowan	7	1	168	895
Port Stanley	11	9	1,864	1,482
Pictou	30	9	450	2,779
Sarnia	24	17	7,856	6,295
Ste. Marie	15	13	538	590
St. Catharines	123	54	9,127	19,895
Saugeen	7	7	407	277
Toronto	211	142	13,057	14,533
Wallaceburg	39	21	1,458	2,506
Windsor	54	26	5,720	5,466
Whitby				
Total	1,345	741	92,785	138,914

STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, 1891—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

Ports.	Number of Vessels.	Number of Steamers.	Gross Tonnage of Steamers.	Total Registered Tonnage.
Charlottetown.....	195	17	4,555	23,316

PROVINCE OF MANITOBA.

Winnipeg.....	78	51	5,762	6,197
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PROVINCE OF BRITISH COLUMBIA.

Victoria	157	83	13,928	13,238
New Westminster.....	70	59	6,719	5,805
Vancouver.....	19	.....	893	724
Total.....	246	142	21,540	19,767

SUMMARY.

New Brunswick.....	969	97	8,913	193,193
Nova Scotia	2,778	118	13,992	461,758
Quebec	1,404	267	74,132	162,330
Ontario.....	1,345	741	92,785	138,914
Prince Edward Island.....	195	17	4,555	23,316
Manitoba	78	51	5,762	6,197
British Columbia.....	246	142	21,540	19,767
Total.....	7,015	1,433	221,679	1,005,475

COMPARATIVE STATEMENT showing the Number of Vessels and Number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1873 to 1891, both inclusive.

Provinces.	1873.		1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.		1882.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.	1,147	277,850	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980
Nova Scotia.	2,803	449,701	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778
Quebec.	1,842	214,083	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804
Ontario.	681	89,111	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061
P. E. Island.	280	38,918	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250	298	49,807	288	45,431	273	45,410	248	41,684
British Columbia	30	4,095	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482	60	4,701	63	5,049	74	6,296	84	7,687
Manitoba.	.....	.....	.....	.....	2	178	2	178	6	246	17	1,161	22	1,924	21	1,992	24	2,130	23	2,783
Total.	6,783	1,073,718	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,469	1,333,015	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777
Provinces.	1883.		1884.		1885.		1886.		1887.		1888.		1889.		1890.		1891.			
New Brunswick	1,107	315,906	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,352	1,013	218,873	981	209,460	969	193,193		
Nova Scotia.	3,037	541,715	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709	2,855	464,431	2,793	464,194	2,778	461,758		
Quebec.	1,739	216,577	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520	1,455	108,500	1,399	164,003	1,404	162,330		
Ontario.	1,133	140,972	1,184	142,387	1,223	144,487	1,248	140,929	1,275	131,548	1,330	139,502	1,352	141,839	1,312	138,738	1,345	138,914		
Prince Edward Island.	241	49,446	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586	224	25,506	231	26,080	195	23,316		
British Columbia	94	9,046	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249	176	15,241	196	16,024	246	19,767		
Manitoba	24	2,778	55	5,722	63	5,439	65	5,578	71	5,811	69	5,744	77	6,091	79	6,475	78	6,197		
Total.	7,374	1,276,440	7,254	1,253,747	7,315	1,231,856	7,294	1,217,766	7,178	1,130,247	7,142	1,089,642	7,153	1,040,481	6,991	1,024,974	7,015	1,005,475		

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada during the Year ended 31st December, 1891.

PROVINCE OF NOVA SCOTIA.

Port.	Number of Vessels.	Number of Steamers.	Gross Ton- nage, Steamers.	Total Registered Tonnage.
Amherst.....				
Annapolis.....	6	1	32	1,015
Arischat.....				
Barrington.....	2			104
Canso.....				
Digby.....	2			733
Guysboro.....				
Halifax.....	13	1	52	1,193
Liverpool.....	6	1	98	616
Lunenburg.....	24			4,661
Maitland.....	7			6,648
Parrsboro.....	24			4,661
Pictou.....	7	4	593	2,032
Port Medway.....	1			62
Port Hawkesbury.....	1			23
Shelburne.....	6	1	16	509
Sydney.....	4			127
Truro.....				
Weymouth.....	4			783
Windsor.....	15	1	471	11,406
Yarmouth.....	8	1	142	955
Total.....	130	10	1,404	35,528

PROVINCE OF QUEBEC.

Amherst, M. I.....				
Gaspé.....	2			158
Montreal.....	14	3	256	2,209
New Carlisle.....	1			10
Percé.....				
Quebec.....	29	3	1,140	1,823
St. John's.....				
Total.....	46	6	1,396	4,200

PROVINCE OF NEW BRUNSWICK.

Chatham.....	8	2	89	178
Dorchester.....	1			575
Moncton.....	4			781
Richibucto.....				
St. John.....	28	2	132	4,716
St. Andrews.....	1		11	8
Sackville.....	1			11
Total.....	43	4	232	6,269

LIST of Ports at which Vessels may be Registered, &c.—*Continued.*

PROVINCE OF ONTARIO.

Port.	No. of Vessels.	No. of Steamers.	Gross Ton- nage, Steamers.	Total Registered Tonnage.
Amherstburg				
Brockville				
Belleville				
Bowmanville				
Chatham	1			12
Cobourg				
Collingwood	1	1	9	6
Cornwall				
Deseronto				
Goderich	1	1	51	35
Hamilton	2	2	5	4
Kingston	7	5	115	1,045
Owen Sound				
Ottawa	17	7	453	1,125
Picton				
Port Burwell				
Prescott				
Port Dover	1			39
Port Hope	1	1	266	170
Port Rowan				
Port Stanley	2	2	110	73
Port Arthur	2	2	21	15
Sarnia				
Saugeen	1	1	3	2
Ste. Marie	1	1	24	14
St. Catharines	1	1	4	3
Toronto	5	5	115	78
Windsor	1			41
Whitby				
Wallaceburg				
Total	44	29	1,176	2,662

PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown	5	1,000
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PROVINCE OF MANITOBA.

Winnipeg	3	3	193	122
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PROVINCE OF BRITISH COLUMBIA.

Victoria.....	9	6	411	415
New Westminster	20	20	2,296	1,529
Vancouver	12	8	475	420
Total	41	34	3,182	2,364

SUMMARY.

New Brunswick	43	4	232	6,269
Nova Scotia	130	10	1,404	35,528
Quebec	46	6	1,396	4,200
Ontario	44	29	1,176	2,662
Prince Edward Island	5			1,000
Manitoba	3	3	193	122
British Columbia	41	34	3,182	2,364
Total	312	86	7,583	52,145

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion of Canada during the Years ended 31st December, in each year from 1874 to 1891, both inclusive.

Provinces.	1874.		1875.		1876.		1877.		1878.		1879.		1880.		1881.		1882.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368	43	19,067	63	18,896	57	18,259	66	16,820
Nova Scotia	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784	126	39,208	126	31,257	150	40,465	117	26,711
Quebec	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870	29	7,421	33	8,219	56	5,673	26	6,785
Ontario	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409	42	2,464	44	3,610	54	5,111	55	4,369
Prince Edward Island	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382	20	5,279	21	3,359	15	4,351	15	3,508
British Columbia	5	276	1	121	2	121	3	204	2	45	5	788	1	100	2	85	8	1,631
Manitoba								48	1	15						116	1	289
Add new vessels built in Canada which pro- ceeded to the United Kingdom under a Governor's pass without being regis- tered	490	183,010	480	151,012	416	127,700	430	118,985	339	100,873	265	74,227	271	65,441	336	74,060	288	60,113
And new vessels which left Quebec for registration in Germany	6	7,746			3	2,721	2	1,943	1	663							1	1,029
Total	496	190,756	480	151,012	420	130,901	432	120,928	340	101,506	265	74,227	271	65,441	336	74,060	289	61,142
Provinces.	1883.		1884.		1885.		1886.		1887.		1888.		1889.		1890.		1891.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	72	21,103	46	12,888	34	7,736	34	4,931	18	2,909	32	2,530	50	4,792	35	5,372	43	6,269
Nova Scotia	202	35,765	178	42,032	102	24,703	93	20,948	87	12,310	116	12,965	126	19,645	150	33,907	130	35,528
Quebec	42	6,594	32	3,815	29	4,556	27	2,683	28	2,888	23	2,669	27	3,759	25	4,880	46	4,200
Ontario	34	4,311	58	4,446	45	4,509	52	2,075	66	2,993	62	5,095	45	3,259	41	4,917	44	2,662
Prince Edward Island	17	5,843	21	5,189	11	1,707	12	1,318	7	601	12	1,412	12	1,503	12	2,008	5	1,000
British Columbia	5	849	15	675	6	648	8	154	9	376	18	448	12	840	15	876	4	2,364
Manitoba	2	125	37	3,366	13	320	3	98	8	439	1	11	8	548	7	218	3	122
Add new vessels built in Canada which pro- ceeded to the United Kingdom under a Governor's pass without being regis- tered	374	74,090	387	72,411	240	43,179	229	32,207	224	22,516	264	25,130	280	34,346	285	52,378	312	52,145
And new vessels which left Quebec for registration in Germany																		
Total	374	74,090	387	72,411	240	43,179	229	32,207	224	22,516	264	25,130	280	34,346	285	52,378	312	52,145

LOAD-LINES.

By reference to last year's report it will be seen that a report of a Committee of the International Marine Conference held at Washington in 1889, was published, on the subject of a uniform system of load-marks or load-lines. The conclusion of the Committee on the question is summed up in these words: "This matter is not ripe for consideration by this Conference, and that it ought to be left to the negotiations to be carried on between the Governments of the maritime nations." The Committee furthermore stated in the body of its report: "The laws of many nations contain provisos for dealing with the question of over-loading and enabling the local authorities to detain over-laden ships. But nowhere, except in Great Britain, so far as is known, have statutory rules been introduced for the purpose of ascertaining whether a ship be fit to carry a certain cargo by a load-mark or load-line."

The statutory rules referred to in the above extract from the report of the International Marine Conference Committee, were contained in the British Merchant Shipping Act of 1876, twenty-sixth and twenty-seventh sections, sub-section (2) in those sections respectively. But this Act was amended by an Act on compulsory marking of load-line passed by the Imperial Parliament on the 9th of June, 1890, and entitled: "An Act to amend the Merchant Shipping Acts relating to Load-line." Previous to the passing of the amended Act a Load-line Committee had been appointed for the purpose of framing freeboard tables, which were adopted as part of the provisions of the Act, and by which the place of marking the load-line on each vessel is determined.

The following paragraphs contain the regulations and form part of the Merchant Shipping Act, 1876, as amended by the Merchant Shipping Act of 1890:—

"(1.) The owner of every British ship (except ships under eighty tons register, employed solely in the coasting trade, ships employed solely in fishing and pleasure yachts) shall, before entering his ship outwards from any port in the United Kingdom upon any voyage for which he is required so to enter her, or if that is not practicable, as soon after as may be, mark upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc, twelve inches in diameter, with a horizontal line eighteen inches in length, drawn through its centre."

"(2.) The centre of this disc shall be placed at such level below the deck-line marked under the provisions of this Act as may be approved by the Board of Trade, and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship."

"(3.) He shall also, upon so entering her, insert in the form of entry delivered to the collector or other principal Officer of Customs, a statement in writing of the distance in feet and inches between the upper edge of each of the lines indicating the position of the ship's decks which is above that centre."

"(4.) If default is made in delivering this statement in the case of any ship, any Officer of Customs may refuse to enter the ship outwards."

"(5.) The master of the ship shall enter a copy of this statement in the agreement with the crew, before it is signed by any member of the crew, and no superintendent of any mercantile marine office shall proceed with the engagement of the crew until this entry is made."

"(6.) The master of the ship shall also enter a copy of this statement in the official log book."

"(7.) When a ship has been marked as by this section required, she shall be kept so marked until her next return to a port of discharge in the United Kingdom."

With respect to the marking of a load-line of British ships in the coasting trade, the following are the provisions:

"(1.) The owner of every British ship employed in the coasting trade on the coasts of the United Kingdom (except ships under eighty tons register employed solely in that trade) shall, before proceeding to sea from any port, mark upon each of her sides amidships, or as near thereto as practicable, in white or yellow on a dark ground, or in black on a light ground, a circular disc twelve inches in diameter, with a horizontal line eighteen inches in length drawn through its centre:

"(2.) The centre of the disc shall be placed at such level below the deck-line marked under the provisions of this Act as may be approved by the Board of Trade and shall indicate the maximum load-line in salt water to which it shall be lawful to load the ship."

"(3.) He shall also in every twelve months, immediately before the ship proceeds to sea, send or deliver to the Collector or other principal officer of Customs of the port of registry of the ship a statement in writing of the distance in feet and inches between the centre of the disc and the upper edge of each of the lines indicating the position of the ship's decks which is above that centre."

"(4.) The owner, before the ship proceeds to sea after any renewal or alteration of the disc, shall send or deliver to the Collector or other principal officer of Customs of the port of registry of the ship, notice in writing of such renewal or alteration, together with such statement in writing as before mentioned of the distance between the centre of the disc and the upper edge of the deck-lines."

"(5.) If default is made in sending or delivering any notice or statement required by this section to be sent or delivered, the owner shall be liable to a penalty not exceeding one hundred pounds."

"(6.) When a ship has been marked as by this section required, she shall be kept so marked until notice is given of an alteration."

"(7.) The Merchant Shipping Act, 1890, section 5, enacts as follows:—"For the purposes of the Merchant Shipping Act, 1876, as amended by this Act, the expression 'amidships' shall mean the middle of the length of the load water-line as measured from the foreside of the stem to the aft side of the stern post."

"(8.) In the regulations made by the Board of Trade, under section 2, subsection 2, of the Merchant Shipping Act, 1890, it is provided as follows:—"The master of every British ship shall, before she leaves any dock, wharf, port or harbour in the United Kingdom, *Her Majesty's possessions, or in a foreign country*, for the purpose of proceeding to sea, enter in the official log-book all the particulars stated in the certificate of approval of the position of the disc."

Under section 2, Merchant Shipping Act, 1890, regulations were made by the Board of Trade, whereby the freeboard tables of the committee appointed for determining the load-lines of merchant ships, were adopted for marking all vessels, whether registered in the United Kingdom or Her Majesty's possessions. These tables were adopted in order to secure uniformity in marking vessels and apply only to cargo-carrying vessels. The freeboards assigned under the tables are suitable for vessels of the highest class in Lloyds Register or of strength equivalent thereto, and are increased for ships of inferior strength.

Vessels under the regulations are subject to the following modifications, viz.:—

"Hardwood ships, *i. e.*, other than fir or pine, classed A (red) in Lloyds, are to have their freeboards, by the tables, increased 8 per cent."

"Hardwood ships classed *Æ* in Lloyds are to have their freeboards, by the tables, increased 15 per cent."

"Hardwood ships without class are to have their freeboards, by the tables, increased by 20 per cent, unless opened out for survey, when their freeboard will depend upon their condition."


"Softwood ships will require to have their coefficient of fineness modified in respect of the excess of the registered breadth caused by the extra thickness of side. That for hardwood ships is already provided for in the tables."

"Softwood ships classed **A** (red) in Lloyds are to have their freeboards, by the tables, increased 10 per cent."

"Softwood ships classed **Æ** in Lloyds are to have their freeboards increased 20 per cent."

"Softwood ships without class are to have their freeboards, by the tables, increased 25 per cent, unless opened out for survey, when the freeboard will depend upon their condition."

There is also a distinction between summer and winter freeboards, and between fresh water and salt water freeboards. Sailing vessels are to be marked under the Act and regulations by a vertical line, and two horizontal lines at right angles with the top and bottom of the vertical line, and marked respectively **F.** (freshwater)

and **W. N. A.** (winter North Atlantic), as follows: **W. N. A.**  **F.**

The vertical line extends above and below the horizontal line drawn through the centre of the disc, and which horizontal line is the load-line for summer. The vertical and horizontal lines are placed 21 inches forward of the disc. "Sailing ships engaged solely in the coasting trade shall only be marked with the line indicating the maximum load-line in fresh water."

These sections took effect from the 9th December, 1890, as regards vessels registered in the United Kingdom, and provision was made in the Act for taking effect in Her Majesty's possessions from the 9th June, 1891, as regards vessels registered therein.

The scale of fees for survey and assignment of freeboard to vessels in the United Kingdom is as follows:—

	£	s.	d.
For Vessels under 300 tons gross	1	1	0
do of 300 tons and under 1,000 tons gross.....	2	2	0
do of 1,000 do do 2,000 do	3	3	0
do of 2,000 do do 3,000 do	4	4	0
do of 3,000 do do 4,000 do	5	5	0
do of 4,000 and above.....	6	6	0

Section 3 of the Merchant Shipping Act, 1890, provided for legislation in Her Majesty's possessions in the matter of fixing, marking and certifying of load-lines in these possessions, based on the principles of the Imperial Act and that enactments in the colonies would have the same effect with respect to ships registered in the colonies as if marked, &c., in pursuance of the Imperial Act.

It was quite apparent that the Imperial Act of 1890 would injuriously affect the shipping interests of the Dominion if applied to all vessels registered in Canada, and Her Majesty's Government was promptly requested by cablegram and despatch from the Governor General and Council, to suspend the operation of the Act so far as it related to Canadian vessels till a Bill could be framed and passed by the Dominion Parliament, in compliance with section 3 of the Imperial Act. A reply was received from Her Majesty's Government dated 4th May, 1891, stating that action would be deferred under section three as regards Canadian vessels till the 1st of October, 1891.

The following notice was issued on the 11th May, 1891, by the Department of Marine, viz:—

"This Department has received notice that the Imperial Board of Trade will defer action under the Imperial Act of 1890, relating to marking of load-lines, so far as ships registered in Canada are concerned, till 1st October next, instead of the 9th June next, as defined in the Act referred to."

In the meantime a petition numerously signed by Canadian managing owners and ship-owners was forwarded to His Excellency the Governor General, the Senate and House of Commons; which was in substance as follows:—

"That under the Load-line Act, 1890, Canadian vessels visiting the United Kingdom will be unable to clear after June 9th, 1891, without being marked with a compulsory load-line:"

"As far as Canadian vessels are concerned there has been no such percentage of losses from overloading as to justify so stringent an enactment."

"Should, however, the Dominion Government deem it necessary to legislate in the premises it will for the following reasons be a great hardship if a load-line be enforced on the date named (June 9th, 1891:

"To fix the load-line it is necessary for a vessel to go on the dock to ascertain her moulded length and depth. This cannot yet be done as there are no surveyors appointed in the Dominion to take these particulars, etc.:"

"We therefore ask that it be arranged with the Imperial Government that no load-line be compulsorily enforced as against Canadian vessels either here or in the United Kingdom until January, 1892, but that liberty be given ship-owners to apply to have their vessels marked in the meantime by proper surveyors appointed as hereinafter mentioned: "

"Having regard to the known buoyancy of our spruce ships, and their different model, it is impossible in fairness to tie them down to rules applicable to iron and steel vessels. These rules have been prepared in the United Kingdom by the Board of Trade in conjunction with English Lloyds. Most of our wooden ships are classed in the Bureau Veritas, it will therefore be necessary to have special rules and tables framed for them."

"We therefore ask if a load-line is to be marked that it be done by surveyors, both here and in the United Kingdom (appointed by the Dominion Government) who will have a special knowledge of our wooden ships and their known large dead-weight carrying capacity, and that in addition English Lloyds, Bureau Veritas, American Record, and many other well-known classification be from time to time licensed by the Government to fix load-line on Canadian vessels classed in their books."

"That surveyors in fixing the load-line of every vessel give her credit for the freeboard she had with previous cargoes she carried in safety, and any known circumstance favorably affecting her carrying."

Strong representations were made to the Department by letters from ship-owners of light draft vessels as to the disastrous effect of the Imperial load-line regulations upon certain classes of Canadian vessels. The following extracts from a letter written by a ship-owner of St. John, N.B., presents a fair example of the opinions expressed.

* * * "I am thoroughly convinced that if the rules of the British Board of Trade are adopted by our Government and applied to our shoal vessels, that the effect will be disastrous to us; for these reasons: our vessels are built of high class and fitted out especially for the River Platte and Brazil trades, and we come into competition with foreign vessels that have no load-line restrictions, and you understand that sugar shipped from most of the Brazil ports is wet sugar

in bags, the drainage on which runs from 15 per cent to 20 per cent loss on the voyage, so the custom is to put a good cargo in at the loading port, the captain will lighten his vessel by pumping part of the cargo overboard. You can see that if we are forced by our Government to mark our vessels with a load-line equal to winter North Atlantic, and then at Brazil ports only load to this mark, then on the passage to the United States or Canada, pump out one-fifth of the cargo, by the time the vessel reaches her destination she would not have much cargo on board to collect freight from, as these cargoes are payable upon the weight delivered. The result would be to throw the carrying trade of this sugar into the hands of foreign ship-owners.

"The winter freeboard on one of my vessels as determined by freeboard tables would be two feet. This vessel has carried cargo from bar ports where her draft could not exceed 11 feet 6 inches, consequently her freeboard was 35 inches she did not work so well nor prove to be so good a sea-going vessel with this freeboard as when she was loaded with 175 tons more cargo and only 12 inches of freeboard, and she has carried still more cargo with a freeboard of 9 inches in safety in a gale. Others of my vessels have been sailing for years carrying coal from Great Britain to Brazil and the River Platte and bringing back to Canada cargoes of sugar not one of them having met with accident, and yet if the rules of the Board of Trade were applied to them we would in future be compelled to give them from 9 to 12 inches more freeboard and deprive them of all the profit that is made on the voyage.

"Now while it may be necessary to have a load-line Act, yet it must not be one that will bear hardly upon our shoal draft vessels. While the rules of the Board of Trade may not work hardly upon deep ships, the same rules applied to our broad and shallow vessels would almost drive them out of existence."

A Bill was framed and introduced into the Dominion Parliament by the Minister of Marine and Fisheries under Section 3 of the Merchant Shipping Act, 1890, embracing the general principles of the Imperial Act but differing from it in two important particulars viz.: the Freeboard Tables which form part of the Board of Trade Regulations were not adopted as part of the provisions of the Bill. It was provided that the owner or master of a ship shall in every case be one of the two persons to determine the level at which the centre of the disc shall be placed below the deck-line marked under the provisions of the Bill. The Board of Trade Regulations do not permit owners or masters to assist in fixing the load-lines.

It was provided in the Bill that the maximum load-line in salt water should be determined by a surveyor of British Lloyds, French Bureau Veritas or any Port Warden appointed by the Governor in Council, assisted as above stated by the owner or master of a vessel; it was also provided that the limit of exemption from the operation of the Bill should be fixed at 150 tons and under.

The objection to the freeboard tables adopted by the Board of Trade lay in the fact that they are unsuited to Canadian wooden vessels under 600 tons. These vessels are engaged in the coasting trade on the North and South American coasts where shoal harbours exist. They are constructed with great breadth of beam, are of light draft of water, are high class and very substantially built of strong and heavy material. Shoal water being a marked feature on the coast of countries with which Canadian vessels trade as well as on the Canadian coast, vessels of shoal draft are the only class that can successfully compete with ships of other nations which have no restrictions or very limited regulations respecting load-line. It has been maintained that the freeboard tables of the Board of Trade are suited only for British ships which are of a very different character from Canadian coasting vessels, the application

of the tables would therefore, most injuriously affect the coasting trade with the United States, South America and the West Indies, a trade which ship-owners of the Maritime Provinces have laboured so strenuously to build up. It has already been shown by the letter of a ship-owner which forms part of this report that a practical application of the freeboard tables would increase the freeboard of a vessel which may be considered a fair representative of Canadian coasting vessels, from 12 inches to about 2 feet, thereby depriving the owner of the means of carrying sufficient cargo to make his vessel pay. A report to this effect was made by Lieut. A. R. Gordon, R.N., who had a conference at St. John with ship-owners and others interested in the coasting trade. It was shown that nearly 400 vessels in the port of St. John alone would be injuriously affected by the adoption of the freeboard tables of the Imperial Act.

It was also observed by the Department that foreign vessels sailing from British ports were not compelled to submit to the operations of the Load-line Act and it was likewise noticed that a foreign vessel having a load mark fixed under the Act of 1890, could load in a port of the United Kingdom until the line was submerged and then sail from that port after notifying the Imperial officers of the condition of the ship and their intention to sail. This, of course, would place any Canadian vessel marked according to the Imperial Act under a disadvantage in any British or foreign port.

The Bill introduced by the Minister of Marine and Fisheries was referred to a Select Committee of Parliament approved and passed both Houses.

As some time would elapse before the Bill could receive the Royal Assent it was deemed necessary to request Her Majesty's Government to further defer the operations of the Imperial Act so far as it affected Canadian registered vessels, till the 1st of January, 1892.

A despatch was accordingly forwarded to the Colonial Office on the 26th June, 1891, enclosing a minute of Council requesting the postponement of the date of application of the Imperial Load-line Act of 1890 to Canadian vessels. This was consented to and the application of the Act further deferred till the 1st of January, 1892.

In view of the fact that the Canadian Bill has not yet received the sanction of the Imperial Government it was deemed advisable to request that the operations of the Imperial load-line be still further postponed as far as Canadian vessels are concerned. Her Majesty's Government has in accordance with the above request deferred the enforcement of the Act as regards Canadian vessels, till the 1st of May next. This information was conveyed to the Department by cablegram from the High Commissioner for Canada.

The matter of amending the Canadian Load-line Act on a basis which will be mutually acceptable to both the Imperial and Canadian Governments is now receiving consideration, but up to the present time the Canadian Act is not in operation in Canada.

DECK-LOADS.

During the session of the Imperial Parliament held in the early part of 1890, a Bill was introduced entitled: "A Bill to amend the law in regard to timber deck-loads in winter, bulkheads in iron vessels and the landing of live cattle." Another

Bill was introduced in November of 1890, entitled: "A Bill to prevent the deck-loading of timber in winter." It was contemplated by the promoters of this Bill to amend the Merchant Shipping Act, so as to repeal that portion of it, which relates to the carrying of deck-loads in winter. The Bill did not become law. As the law now stands in Great Britain and Canada, ships crossing the Atlantic are permitted to carry deck-loads to a height of 3 feet above the deck. The proposed Bill aimed principally to prevent the carrying of wood goods on deck.

The Government of Canada were invited by the Imperial Authorities to forward any observations they were desirous of making upon the proposed legislation, in case a similar Bill might be introduced at another session.

An enquiry was therefore held by me under your instructions, at the port of St. John, New Brunswick, at a meeting of the Board of Trade of that city, on the 27th, 28th and 29th of January, 1891. The enquiry was held at St. John, as that port is the principal one in the Dominion from which vessels carrying deck-loads of timber or deals, sail in the winter months.

Evidence was given by captains, pilots and others of experience on the deck-load question. This evidence tended to show that a full deck-load of sawn lumber flush with the ship's rail is preferable to a deck-load only 3 feet in height, or no deck-load at all, as it can be more securely fastened than can a 3 feet load. It was stated by nearly every witness examined that there was less danger to vessels, and consequently to life, when deck-loads were carried, as ships without deck-loads are not so steady in heavy gales and shipped heavy seas which did great damage on deck. It was the opinion of the majority of the witnesses that a vessel with a deck-load of 4 feet 9 inches was safer in heavy seas than when she carried no deck-load, or one of 3 feet, as the water would wash overboard, instead of remaining in the space between the deck and rail. It was furthermore stated that when vessels carrying 3 feet deck-loads shipped seas, that the wash of water was liable to burst the deck-loads loose and injure the bulwarks. This would be obviated it was urged by a deck-load carried above the rail and securely fastened by spars athwart ships, thereby affording no space for the water to remain and do damage.

The Halifax Board of Trade, as well as private individuals engaged in shipping at Halifax, forwarded letters addressed to me deprecating the steps that had been taken towards abolishing deck-loads and stating that they considered the present law relating to deck-loads is fair to ship owners and secures safety to the sailor.

A recommendation was made to the Imperial authorities in accordance with the above evidence and copies of the proceedings at the enquiry were forwarded, together with a report made by Lieutenant Gordon, R. N. A further suggestion was made that if the Canadian recommendation was favorably received, concurrent legislation be introduced in the United Kingdom and Canada, on the matter of carrying deck-loads in winter, as high as the main rail.

It is to be regretted that acting on the advice of the Board of Trade the reply of Her Majesty's Government was not favourable to this proposition.

The Board of Trade have, however, as yet not dealt with the reasons put forward as above in support of the recommendation.

INSPECTION OF SHIPMENTS OF LIVE STOCK EXPORTED
FROM CANADA.

A despatch dated the 10th September 1890 was transmitted from the Right Hon. the Secretary of State for the Colonies, to His Excellency the Governor General, enclosing a copy of the Merchant Shipping Act Amendment (No 2) Bill, introduced into the Imperial House of Commons, which proposed to amend the law in respect of "Timber Deck Loads in Winter, Bulkheads in Iron Vessels and the Landing of Live Cattle" in the United Kingdom.

It was also stated in the dispatch that a departmental committee under the chairmanship of the Right Hon. H. Chaplin M. P., President of the Board of Agriculture, was engaged at that time in inquiring into the conditions under which cattle are imported into the United Kingdom, and that the Imperial Board of Trade would be happy to lay before the committee any information bearing upon the subject which the authorities in Her Majesty's possessions may think right to forward.

The following is an extract of a minute of Council on the subject, forwarded to the Right Honourable the Secretary of State for the Colonies: "The Minister" (of Marine) "has directed that a full enquiry be made through the officers of the Department of Marine, into the operation of the present law dealing with timber deck loads and the shipment of cattle, the result of which he will present to Your Excellency" (the Governor-General) "to be forwarded to the Right Hon. the Principal Secretary of State for the Colonies in due course."

In accordance with your instructions I proceeded to Montreal and opened an inquiry on the 5th of January, 1891, for the purpose of taking evidence relative to the export trade in live cattle between Canada and Great Britain. The inquiry was held in the board room of the Harbour Commissioners of Montreal, and was attended by a large number of those engaged in exporting cattle from Canada, representing ship-owners, steamship agents, Marine Underwriters' Association, persons employed in taking charge of cattle on the voyage across the Atlantic, and others interested in the trade and commerce of Montreal.

The evidence taken at this inquiry contained very valuable information respecting the method of loading, the time at which steamers received such cargo, and the condition in which cattle arrive from the stockyards, the fittings on each deck of the steamers, the means of ventilation and as to whether the cattle should be placed on the hatches or not, the care of them on board ship, the food and water supplied, where carried, and if liable to damage by salt water. Evidence was also given as to the treatment of cattlemen on board ship, the food supplied them, and whether they should sign the ship's articles and thereby be immediately under the control of the captain and officers. Much information was elicited respecting the adaptation of the different classes of vessels employed for that trade, and the percentage of loss of cattle carried by regular liners and vessels transiently engaged in the trade. Further information was elicited, all of which will be found in the verbatim report

of the evidence as it was given at the inquiry held at the ports of Montreal, Quebec, and Three Rivers. The Report was published as a Blue Book of this Department in 1891. It will be seen by reference to the evidence given at the inquiry that as far as the export cattle trade is concerned the business has been carried on in nearly all the cases referred to, in a careful and safe manner. It appears that the losses of cattle incurred by the principal lines of steamers have been very small, scarcely exceeding one half of one per cent. Other vessels which carried cattle late in the fall met with exceptionally heavy weather, but they were vessels commonly known as "Ocean Tramps," and were not provided with adequate fittings and appliances to enable them to resist the force of gales, and at the same time give the required ventilation to the cattle carried below the hatches.

An Order in Council was passed on the 26th February, in accordance with your recommendation of the 9th February, 1891, informing Her Majesty's Government that an enquiry had been held, eliciting important facts in connection with the transit of cattle from Canada to the United Kingdom, and forwarding at the same time a copy of the evidence furnished at the enquiry, to be laid before the Inter-Departmental Committee then sitting in London. The same Order in Council included a recommendation from you relating to the promotion of a Bill at the approaching session of the Canadian Parliament of 1891, providing for a thorough Government inspection of the vessels engaged in the transatlantic cattle trade and for necessary rules and regulations.

The report of the departmental committee of the Imperial Board of Trade and the Board of Agriculture to enquire into and report upon the transatlantic cattle trade, appeared in due course and the report of the Canadian inquiry was published as Appendix 30, to the Report of the Committee.

The following is a "summary of conclusions" arrived at by the Committee of the Imperial Board of Trade and Agriculture:—

"We have now considered the various questions arising out of the reference to the Committee, and we proceed to state the conclusions at which we have arrived.

"The evidence shows clearly—

"(i) That the transatlantic cattle trade is a large and growing business, carried on in various kinds of vessels by private enterprise, and regulated partly by people interested in the trade, and partly by official inspection on behalf of the Governments of the United States and the Dominion of Canada, and of Her Majesty's Government, at the ports of embarkation and debarkation respectively.

"(ii) That the successful carriage of animals by sea is to some extent affected by their condition before embarkation, especially after long land journeys.

"(iii) That in fine weather the transit of cattle by sea is conducted in safety, with a minimum of loss and a comparatively small amount of suffering, even in ships of as low tonnage as 1,200 tons.

"(iv) That in heavy weather, either in summer or winter, although it is more frequent in winter, even in the best ships, cattle are always liable to suffering and sometimes heavy loss; but that with sufficient shelter and ventilation, adequate fittings and space, proper stowage, good attendance, and a due amount of skill in navigation, the average loss and suffering can be still further diminished."

The live stock trade between Canada and the United Kingdom has become a very important one, and forms a noticeable factor in the exports of the Dominion, having increased from 7,639 cattle exported in 1877, to 83,588 in 1889, 121,309 in 1890, and 112,397 in 1891. Of this latter number 3,088 cattle were sent from Montreal to United States ports and thence shipped to Great Britain. Although forming part of the total export of cattle from Canada, they were not inspected by Canadian officers before leaving Montreal, and, having been shipped from United States ports would probably be scheduled at the port of debarkation in Great Britain. It will thus be seen that 109,309 head of cattle were shipped at the port of Montreal directly for ports in the United Kingdom during the year 1891. The Board of Trade and Board of Agriculture Committee's report points out the fact that the progress of the Canadian trade has been less subject to fluctuations than the United States trade during the same period, the increments being more regular from year to year, while at the same time showing a considerable expansion.

With a view of fostering this trade, so far as can be done by legislation, and removing any causes that might lead to loss, injury or ill-treatment of cattle or cattlemen on board ship, an Act entitled "An Act respecting the shipping of Live Stock," 54-55 Vic., chap. 36, was passed last session of Parliament. A copy of this Act is published as an appendix to this report.

Pursuant to the authority vested in the Governor-General in Council, by the third section of the Act, regulations were provided for the fitting up and inspection of vessels engaged in the trans-atlantic cattle trade. These regulations are published as an appendix to this report.

The 4th section of the Act provided for the appointment of two inspectors. Under this authority two inspectors were appointed at the port of Montreal, to be remunerated out of the fees collected upon the number of cattle shipped, at 2 cents per head, to the extent of \$1,000 each, per annum, and office rent and all other expenses incidental to their office.

On the 24th October, 1891, Mr. George H. Pope and E. Baker Morgan were appointed inspectors. An office was provided for them in the building occupied by the inspector of steamboats in Montreal for the time being. Another office, however, will be occupied at the opening of navigation.

The following report from the inspectors of cattle shipments, shows the number of vessels fitted and inspected, under the Regulations, the number of cattle shipped from Montreal, and the loss of cattle, from the 1st November, when the Act came into operation, to the 21st November, when shipments ceased. It will be seen that the loss was very small, and the conclusion may fairly be adduced that the cattle export inspection has already worked beneficially to the cattle trade.

MEMO. of Live Stock Shipments from the Port of Montreal, Nov. 1st to 21st, 1891,
inspected by Geo. H. Pope and E. B. Morgan.

1891.	Steamer.	Destination.	Sheep.	Cattle.		Fees Collected.	Remarks.
				Shipped	Lost.		
						\$ cts.	
Nov.	4 Norwegian...	Glasgow...		364		7 28	
do	4 Mongolian...	London...	75	405	2	8 10	
do	4 Lake Huron...	Liverpool...		131	7	2 62	
do	5 Texas	do		241	10	4 82	Not very reliable. The Dominion Line keep no record here.
do	5 Concordia	Aberdeen		254	3	5 08	
do	5 Cynthiana	do	100	651		13 02	
do	5 Fremona	Dundee		457		9 14	
do	6 Grimm	Aberdeen		509		10 18	
do	7 Dracona	do		323		6 46	
do	7 Sarnia	Liverpool		127		2 54	No report.
do	7 Colina	Glasgow		195		3 90	
do	12 Sarmatian	do		394		7 88	
do	12 Lake Nepigon	Liverpool		56		1 12	
do	12 Monte Videan	London	381	186		3 72	
do	12 Gerona	Dundee		776		15 52	
do	12 Alcedes	Glasgow		241		4 82	
do	14 Labrador	Liverpool		170		3 40	No report.
do	14 Steinhoff	Aberdeen		484	1	9 68	
do	16 Kehrweider	Dundee		479		9 58	Not arrived.
do	17 Corean	Glasgow		460		9 20	
do	18 Lake Ontario	Liverpool		43		0 86	Not reported. Lost 2 sheep.
do	18 Rosarian	London	300	203		4 06	
do	19 Dominion	Liverpool		506		10 12	
do	19 Scandinavian	Glasgow		379		7 58	
do	19 Storm King	do		250		5 00	
do	21 Lake Winnipeg	Liverpool	101	184		3 68	
			957	8,468	23	169 36	

GEO. H. POPE.

MESSANGER PIGEONS FOR USE BETWEEN SABLE ISLAND AND
HALIFAX.

By reference to the report of last year it will be seen that the Department has given attention to the subject of communicating intelligence by means of trained messenger pigeons, from Sable Island or dangerous places along the Atlantic coast of Nova Scotia. A pigeon loft was fitted up and an experienced naturalist was appointed at a salary of \$100 per annum for the purpose of training the young birds and superintending the breeding industry. One of the employés of the Marine Department attached to the agency at Halifax has been employed in feeding and otherwise caring for the pigeons. Major-General Cameron, of Kingston, who has given the subject of the messenger pigeon industry and the training of the birds for practical use a great deal of study and attention, was requested by the Department to visit Halifax in August and report upon the progress made in the breeding and training. His report will appear in the supplement to this report.

PILOTAGE AUTHORITIES.

The annual returns from the different pilotage authorities will appear in the supplement to this report. The subject of pilotage dues charged vessels entering and clearing ports where pilotage authorities exist, is now receiving the considera-

tion of the Department with a view of making some change in the amounts paid to pilots. Compulsory pilotage in connection with the "white flag" regulations is also receiving consideration, but no steps have as yet been taken towards any change in the present regulations.

PORT WARDENS AND HARBOUR MASTERS.

Port Wardens' annual returns will be published in the supplement to the report, as will also be the returns of harbour masters' for 1891.

IMPROVEMENTS IN NAVIGATION OF FRASER RIVER.

During some years past the Dominion Government has been engaged in improving the entrance to the Fraser river by building pile work and laying down mattresses, so as to keep the current in one main channel of the delta, with the expectation that it would deepen itself, as proved to be the case at the mouth of the Mississippi river. This work is of vital importance to the interests of New Westminster, and the New Westminster Board of Trade has been actively engaged in furthering it by keeping the needs of the local shipping prominently before the public, and before the Dominion Government. In connection with this work this Department maintains buoys, has had a special survey made and has published a chart showing the latest soundings at the entrance to the river. Notwithstanding all these improvements, the New Westminster Board of Trade, in their eighth annual report published last year, take occasion to impute blame to this Department, accusing our officers inferentially of intentional misrepresentation and neglect of their interests. It is stated that in February, 1888, Captain Lewis, agent of this Department, refused to put out spar buoys as soon as requested to do so, and also published a statement that a vessel drawing more than 17 feet of water could not go up the river. Investigation into these charges shows that Captain Lewis put out the buoys as soon as instructed officially to do so, and that his statement was based upon the latest published chart of the Fraser river.

In consequence of representations of the Board of Trade, Captain Lewis was instructed to investigate the depth of water in the river, when he found 12 feet at low water, which he calculated would give 9 feet at low water spring tides, at the same time stating that in certain places there were only 8 feet at low water springs.

The next complaint is made against a chart published by this Department, as the result of surveys made by the Public Works Department in 1888. This chart was objected to so strongly in consequence of a 3-fathom centre line having been inserted in it, and in consequence of the soundings above the Sand Heads being taken from the old Admiralty chart, that the chart was withdrawn and a new survey was made to a point above New Westminster. As elsewhere stated in this report, the new chart based upon that survey has been issued, and since issue has been corrected, and I believe is now satisfactory.

It is evident from the rapid changes which repeated soundings show in the depth at critical points on the Fraser river, that no permanent chart can for some years to come be issued, as the soundings are changing from one season to another.

LEGISLATION.

"AN ACT RESPECTING THE INSPECTION OF SHIPS.

Under the Steamboat Inspection Act, steamboats are required to undergo inspection of machinery and boilers and hulls and equipment as well. For some years past, the Department has had under consideration the subject of inspecting sailing ships registered in Canada. It has been found that lives and property have been exposed to danger owing to the insufficient equipment and unseaworthy state of many unclassed vessels. As the result of the inquiries made into the matter an Act was passed at the last session of Parliament, entitled "An Act respecting the Inspection of Ships." It is provided that the Act shall come into force on a day to be named by proclamation of the Governor General in Council, in any place or places or within such limits in Canada as are in such proclamation designated.

A copy of the Inspection Act will be published in the supplement to this report.

The United States Government has had under consideration a Bill for the inspection of sailing ships and to carry into effect certain recommendations of the United States Delegates to the International Marine Conference. The following extract is from the United States Senate Mis. Doc. N^o 49 of the 52nd Congress pp. 5 and 6.

"Section 16. The following also applies to section 1 of this bill. Section 16 provides for the yearly inspection of sailing vessels and barges in addition to steamers. There should be no more opposition to the yearly inspection of the hulls of sailing vessels than of steamers, as the reasons for the inspection of the former are more numerous and urgent than of the latter. Steamers are employed about home, are in and out of port frequently, and any accident to the hull or deterioration of any of its parts would be more likely to come to the observation or knowledge of the underwriters' agents than in like case applied to sailing vessels. Notwithstanding this, and that the underwriters have supervision in their way over steamers, yet their hulls and outfits must, in addition, be submitted to a yearly inspection by Government officials. Vessels are classed by the underwriters as high as thirteen or more years, and to maintain that class must be examined at the end of the first seven years, and submit to occasional surveys, not *oftener* than every two years. That is a rule of the underwriters, but there is no assurance that the vessels are so surveyed. It is no doubt the case that vessels are strained or injured, and their condition concealed from the underwriters by the owners or masters to avoid extra outlay to put them in a safe condition. How strict a supervision the underwriters have over the condition and seaworthiness of sailing vessels is exemplified in a striking manner by the rotten vessels that are stranded under the observation of the Life-Saving Service. The records of that service will show cases where within one hour, or before the life-saving crew could transport the lifeboat the short distance between the station and the vessel, she has broken into fragments and melted away.

"In reply to a letter asking for an opinion on this matter the board of trade of the city of Chicago, through its secretary, Mr. George F. Stone, thus emphatically writes:

"I beg to say that to argue in favor of the proposition that sailing craft should be as rigidly inspected as steam vessels, both with regard to construction and equipment, would be, it seems to me, a work of supererogation. The proposition is axiomatic and carries with it a rebuke that the Federal authorities have not ere this insisted that sailing vessels be thoroughly inspected in all respects, especially when it is considered the awful record of disasters to such craft as compared with disasters to steam vessels. Vast mercantile interests and a decent regard for human life unite in urging upon the National Government immediate compliance with the recommend-

ations of the conference. Intense competition in the business of water transportation frequently results in overloading and in making voyages in unseaworthy bottoms with an inadequate equipment. Again, shipmasters vie with each other in making quick voyages, straining hulls, sails, and rigging to a fearful extent, resulting in many instances in appalling losses which a rigid inspection could have prevented. It is undeniably true that, under the present system, insurance companies are compelled to carry risks out of proportion to the premium received, and are thus in a measure imposed upon.

"The inspection or survey by the underwriters is for their own protection of the risks they take upon the vessel and cargo. If they have no risks on a vessel it naturally follows that they would have no concern as to her seaworthiness. The proposed yearly inspection by government officials is for the protection of the lives embarked on a vessel, whether insured or not. A seaman has no means of knowing the condition of a vessel on which he ships, and frequently does not know even to what port he is bound until days after when at sea. Neither would the officers have any better knowledge of the condition of the vessel, if recently employed. Many cases are on record where vessels have been delayed or returned to port on account of the refusal of the crew to proceed, having accidentally discovered the unseaworthy condition of the vessel. Such delays, resulting in great expense, would be reduced or avoided if the master held a license that the vessel had been inspected within a year."

An Act was passed last session of Parliament entitled: "An Act respecting the Shipping of Live Stock," which has been referred to in this report under the heading of "Inspection of shipments of life stock exported from Canada."

The Steamboat Inspection Act was amended during the same session of Parliament with regard to the expression "passenger," defining the meaning to be, "any person carried on a steamboat, other than the master and crew, the owner, his family and servants." "The expression 'Minister' means the Minister of Marine and Fisheries." An amendment was also made giving authority to the chairman of the Board of Steamboat Inspection to approve of examinations of engineers by Inspectors, when the Board was not sitting.

Amendments to the Masters and Mates Act were made in August last, and these amendments will be found in this report under the heading of "Inland and Coasting Certificates," issued to masters and mates.

The following Acts were also passed during the session of 1891, viz.:—

An Act entitled: "An Act to amend the Act respecting Government Harbours, Piers and Breakwaters." Chapter eighty-four of the Revised Statutes was amended by adding the following section immediately after section four:—

"4a. All tolls and dues payable under this Act or under any rule or regulation made thereunder shall constitute a debt due and payable to Her Majesty jointly and severally by the owner of the goods, wares or merchandise in respect of which such dues or tolls are payable, and the consignee or person to whom such goods, wares or merchandise are delivered or who is in charge of them,—or, in the case of a person using a harbour, wharf, pier or breakwater, by such person,—and in the case of a vessel, jointly or severally by the owner, master and agent of such vessel; and such debt may, at any time, be recovered with full costs of suit in any court of competent jurisdiction."

An Act entitled: "An Act to provide for the Marking of Deck and Load Lines." This Act has not received the assent of Her Majesty, and has therefore not

become law; explanations respecting legislation on the subject of Load Lines will be found under the heading of "Merchant Shipping," in this report.

An Act intituled "An Act to amend Chapter seventy-seven of the Revised Statutes, respecting the safety of Ships." Section 19a was added immediately after section 19 providing that every person who knowingly sends, attempts to send, carries or attempts to carry, in any ship carrying passengers to or from any port in Canada or between one port and another in Canada, dangerous explosives is guilty of a misdemeanour and shall be liable to a fine or imprisonment.

Gunpowder, to make necessary signals, sufficient for one round voyage may be stored or carried in a place approved by a Steamboat Inspector.

A freight steamer carrying passengers incidentally, may be granted a permit by the Minister of Marine and Fisheries to carry explosives, provided she is specially fitted for the purpose, if not so fitted the section applies as if no permit had been granted.

"An Act to amend the Acts respecting the Harbour of Pictou, Nova Scotia," which provides that the Harbour Commissioners of Pictou are constituted a body corporate and with the sanction of the Governor General in Council may purchase, acquire and hold such lands, &c., as are described in section thirteen of the Act, thirty-sixth Victoria, chapter sixty-three, as they may deem necessary for the maintenance and improvement of the Harbour.

The Minister of Marine and Fisheries upon application of the Commissioners, with the approval of the Governor in Council, may take such lands under the provisions of the "Expropriation Act."

The lands so taken may be conveyed by the Crown to said corporation upon repayment of all damages, charges and expenses incurred by the Crown.

A deposit must be made with the Minister of Finance and Receiver General, of an amount sufficient to satisfy all claims against the Crown by reason of any expropriation, before the Minister of Marine and Fisheries shall take any proceedings.

The Harbour Commissioners may borrow money for carrying out the improvements, not to exceed the sum of \$4,000 in all, and for securing the repayment of the borrowed money may mortgage the real estate, works, tolls and revenues of the said Harbour.

All property held by the corporation shall be held in trust for all purposes for which the said corporation is created.

I have the honour to be, Sir,

Your most obedient servant.

WM. SMITH,

Deputy Minister of Marine.

DEPARTMENT OF MARINE,
OTTAWA, 1st December, 1891.

APPENDIX No. 1.

STATEMENT of Expenditure of Department of Marine, for the Fiscal Year ended
30th June, 1891.

Service.	Amount.	Total.
	\$ cts.	\$ cts
Ocean and River—		
Maintenance and repairs to Government steamers.....	111,437 03	
Construction of steamer "Quadra".....	54,773 37	
Examination of Masters and Mates.....	4,255 24	
Investigations into wrecks, &c.....	1,172 77	
Registry of Canadian shipping.....	1,207 07	
Removal of obstructions in navigable waters.....	3,633 65	
Rewards for saving life, &c.....	4,952 20	
Tidal observations.....	1,654 96	
Cattle export enquiry.....	520 85	
Winter mail service.....	7,012 70	
Gratuities.....	1,025 00	
Water Police, Montreal.....	573 80	
do Quebec.....	7,299 85	
		199,518 49
Lighthouse and Coast—		
Salaries and allowances of lightkeepers.....	186,094 43	
Agencies, rents and contingencies.....	17,653 31	
Maintenance and repairs.....	251,506 69	
Construction of lighthouses, &c.....	32,241 77	
Signal Service.....	4,700 79	
		492,196 99
Scientific Institutions—		
Meteorological Service.....	57,181 93	
Observatory, Kingston.....	500 00	
do Montreal.....	509 00	
do Toronto.....	4,275 17	
		62,457 10
Marine Hospitals—		
Marine and Immigrant Hospital, Quebec.....	751 75	
Marine Hospital, St. Catharines.....	500 00	
do and sick and disabled seamen.....	30,063 39	
Shipwrecked and distressed seamen.....	3,839 98	
		35,155 12
Steamboat inspection.....		22,183 76
Survey, Georgian Bay.....		17,677 51
do Burrard Inlet.....		1,690 12
Civil Government, salaries of staff including Minister.....		35,764 99
do contingencies ..		7,488 68
		874,132 76

WM. SMITH,
Deputy Minister of Marine.

F. GOURDEAU,
Accountant.

APPENDIX No. 2.

STATEMENT of Revenue of Marine Department for the Fiscal Year ended 30th June, 1891.

Service.	Amount.
	\$ cts.
Casual Revenue (sale of Shipping Forms, \$160.75 ; Sundries, \$4,313.34)	4,474 09
Capes' Mail Service.....	421 98
Dominion Steamers.....	15,589 04
Examinations Masters and Mates	2,586 00
Fines and Forfeitures.....	129 65
Harbours, Piers and Wharves.....	6,999 04
Harbour Improvement.....	9 35
Harbour Police Dues	7,649 19
Lighthouse and Coast Service.....	915 00
Steamboat Engineers' Certificates	754 00
Steamboat Inspection.....	20,890 72
Sick Mariner's Fund.....	43,830 98
	104,249 04
LESS—Amount refunded, Sick Mariners' dues twice paid at Glace Bay.....	1 30
	104,247 74

WM. SMITH,
Deputy Minister of Marine.

F. GOURDEAU,
Accountant.

APPENDIX No. 3.

STATEMENT of Sick Mariners' Dues Collected for the Fiscal Year ended 30th June, 1891.

<i>Quebec.</i>	\$ cts.	<i>Nova Scotia—Concluded.</i>	\$ cts.
Gaspé	65 92	Brought forward	933 02
Montreal	3,631 20	Digby	171 66
Mew Carlisle	290 96	Guysboro'	37 72
Percé	61 30	Halifax	6,627 60
Quebec	7,107 40	Kentville	30 56
Rimouski	152 44	Liverpool	82 28
St. Armand	1 92	Lockeport	36 96
St. John's	1,348 32	Lunenburg	395 42
Sorel	71 58	Magaretsville	12 36
Stanstead	23 85	North Sydney	1,057 30
Three Rivers	190 13	Parrsboro'	844 60
Total	12,945 02	Pictou	511 90
<i>New Brunswick.</i>		Port Hawkesbury	96 28
Bathurst	203 36	Port Medway	61 82
Chatham	1,228 28	Shelburne	41 32
Dalhousie	491 94	Sydney	2,821 46
Dorchester	32 94	Truro	4 58
Moncton	644 52	Weymouth	143 90
Newcastle	722 36	Windsor	1,050 18
Sackville	313 94	Yarmouth	428 32
St. Andrew's	142 58	Total	15,389 24
St. John	5,027 74	<i>British Columbia.</i>	
St. Stephen	91 82	Nanaimo	3,323 78
Total	8,899 48	New Westminster	59 78
<i>Nova Scotia.</i>		Vancouver	1,383 48
Amherst	672 76	Victoria	1,382 64
Annapolis	130 38	Total	6,149 68
Arichat	95 02	<i>Prince Edward Island.</i>	
Baddeck	18 94	Charlottetown	379 72
Barrington	13 48	Summerside	67 84
Bridgetown	2 44	Total	447 56
Carried forward	933 02		

RECAPITULATION.

Quebec	\$ 12,945 02
New Brunswick	8,899 48
Nova Scotia	15,389 24
British Columbia	6,149 68
Prince Edward Island	447 56
	\$ 43,830 98
LESS—Amount overpaid and refunded	1 30
	\$ 43,829 68

F. GOURDEAU,
Accountant.WM. SMITH,
Deputy Minister of Marine.

APPENDIX No. 4.

REPORT ON THE METEOROLOGICAL SERVICE.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith the twenty-first report of the Meteorological Service, this report being for the period 1st October, 1890, to 31st October, 1891.

Since the last report the following stations have been added to our list:—

Ontario.

Class II—

Cook's Mills, Algoma.....	Rev. R. Sims.
Sudbury.....	Agent C.P.R.
Minden (resumed).....	M. Brown.
Collingwood.....	A. R. Stephen, M.D.
Oshawa.....	C. F. Nicholson.

Class III—

Glastonbury	N. E. Ruttan.
Lake Talon.....	W. T. Gale.
Huntsville.....	C. A. Wattson.
Acton.....	J. V. Kannawin.
Cayuga.....	Rev. P. Bardon.
Barrie.....	J. J. Gillem.
Mount Forest.....	W. E. Brooks.

Manitoba.

Class II—

Gladstone.....	David Rintoul.
Elkhorn.....	R. S. Mowat.
Killarney.....	J. L. Stuart.

North-West Territories.

Class I—

Battleford.....	L. P. O. Noel.
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Class II—

Lethbridge.....	H. Pace.
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British Columbia.

Class I—

Carmanah.....	W. P. Daykin.
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Class II—

Kamloops.....	E. H. Jones.
Kermeos.....	E. B. Webster.
Donald.....	H. Redgrave.
Griffin's Lake.....	Agent C.P.R.

Bermuda.

Class I—

Prospect... .. J. R. Murray, M.D.

Sunshine recorders have been supplied and are now in operation at the chief station at Esquimalt, B.C., and at the Experimental Farm Stations at Agassiz, B.C., Indian Head, N.W.T., and Brandon, Man. Instruments have also been supplied to several stations in the Dominion, from which up to the present time no reports have been received.

The following stations have ceased to report for the reasons assigned :—

Québec Class I—

Cranbourne and Huntingdon, the former by the death of Mr. W. P. Cassidy and the latter from the rapidly advancing age of the observer, Dr. Shirriff, rendering it impossible for him to attend to the duties. Two valuable series of observations have been the result of the prompt and intelligent attention paid to the work by these gentlemen, continued voluntarily at Cranbourne for sixteen years, and at Huntingdon for twenty-two years.

There have also been some changes of observers since the last report, of which I regret to have to record the following by death : Miss Jessie Whiteway of the Hudson Bay Company's Station at Lake Abitibi ; W. J. McKeen, Storm Signal Agent at Port Hastings ; and George Hutchinson of the Chief Station at St. John N. B.

The following have also left the service :—Mr. N. Wolverton of the Chief Station at Woodstock who resigned the Presidency of Woodstock College and was succeeded by Mr. W. H. Huston ; Messrs. H. S. Cayley and J. Ewart who were succeeded by Messrs. Thomas O'Brien and J. K. Drinnan at the Telegraph Station at Calgary and Medicine Hat, N. W. T., respectively ; and Mr. F. Reynolds who has left Cobourg, Ont., was succeeded by H. B. Crusoe at the storm signal station at that place. Both the first and last named gentlemen had been in the service many years and will be remembered for their zealous care.

The observers in Ontario under the Department of Agriculture, and those in Manitoba under a similar bureau, continue to manifest an equal interest in the work as in former years, in many cases voluntarily seeking an extension of their work and incurring the responsibility of three daily observations.

The stations at the Experimental Farms have not as a whole succeeded in their meteorological duties as well as could have been wished ; this is particularly the case with Nappan, N. S. The really excellent work done at Ottawa and Brandon bringing the failing of the others more strongly into contrast.

Of the stations on the line of the Canadian Pacific Railway it should be remarked that while fully appreciating the valuable and extremely interesting information obtained from the abstracts furnished by the agents of that railway, the frequent changes of the agents at the various stations very much increased the work of instruction and supervision, and render periodic inspection most necessary.

STORM SIGNAL SERVICE.

Many severe storms have occurred in Canada since the issue of the last report, and in each instance they were warned ; some of the most noticeable are as follows :—

During the evening and night of the 13th October, 1890, as an important disturbance passed over the lake region, a heavy gale prevailed in all localities. Port Arthur reports furious gale, the breakwater was damaged, warning was received in time, and all craft had taken precautions. Warnings were first despatched for this storm at 10.10 a.m. on the 12th.

A very important storm swept over the Gulf and Ocean districts between the night of the 17th October, 1890, and the following day. The steamship "Yarmouth" experienced a heavy gale in the Bay of Fundy. Little Glace Bay reports the heaviest and most severe storm that had visited the coast for years, the Dominion steamship "Napoleon III" and "Schooner" C. H. Tupper were both driven ashore. Sydney says very heavy gale duly warned. Sambro Island recorded east 47 miles an hour.

Warnings for a heavy easterly gale were dispatched at 10.20 a.m. on the 17th, throughout Eastern Canada.

On the 1st December 1890, a very severe storm passed over the Maritime Provinces and Newfoundland. This storm, on the preceding day is reported to have swept over the Bermuda Islands, doing great damage. Along our Atlantic coast and in the Gulf, the winds in many places increased to hurricane force. Sambro Island recorded 72 miles an hour from the north, and Grindstone 69 miles an hour; over 40 vessels are said to have been wrecked. At St. Pierre and Miquelon alone, 13 vessels were driven ashore. Cautionary signals were displayed along our Atlantic coast from the morning of 30th November.

During the evening and night of the 12th January, 1891, a very heavy gale from the south and west was experienced in the Maritime Provinces attended by an unusually high tide. Point Lepreaux says highest tide on record. St. Andrews reports very high tide on the 12th; damage done to wharves, cellars overflowed. Warnings for this storm were first despatched at 4.20 p.m. on the 11th.

On the night of the 12th March, 1891, a disturbance developed with great rapidity in a trough of low pressure which stretched from the Gulf of Mexico to Maryland. It at first travelled north and north-westerly to Lake Erie, and then north-easterly along the St. Lawrence Valley, reaching its maximum on the evening of the 13th when in the Ottawa Valley, barometer reduced to sea level at Rockcliffe 28.98 inches. Its accompanying westerly gale was very heavy in Ontario and portions of Quebec, but in the Maritime Provinces a moderate storm only generally prevailed. Signals were ordered for the ocean stations at 9.25 p.m. on the 13th, which was too late to be of any use in the Bay of Fundy.

On the evening of the 7th September, 1891, a storm of great importance, a West India hurricane, moved on to the Nova Scotian coast from the Atlantic. This storm travelled up the Atlantic a long way from the American coast and gave practically no warning of its approach. It caused, in the Maritime Provinces, during the evening and night of the 7th, a disastrous gale from the south-east veering to the south-west attended by a great downpour of rain, over four inches was recorded in some places. Much damage was done both on land and at sea, the fishing fleets suffered severely and many lives were lost. Cautionary cones only were displayed for this storm, and they were ordered at 4 p.m. on the 7th.

October, 1891, was remarkable for the number of severe storms which travelled up the Atlantic. No less than five deep disturbances either passed over or close to Maritime Provinces, and dangerous gales were on each occasion experienced at nearly all places. Warnings of these storms were duly issued and in nearly all cases were received in ample time.

The only heavy gale on the lakes in October, 1891, occurred from the westward during the evening and night of the 31st, caused by a moderately deep disturbance taken in conjunction with an important high pressure system. Warnings for this storm were issued to all lake stations during the 30th.

Additional storm signal stations were established at Louisburg, C.B., Port Hood, N.S., Tignish, P.E.I., and Paspebiac, P.Q.

TABLE No. 1.

The following table shows the total number of Warnings issued and percentages verified:—

Year.	No. Issued.	No. Verified.	Percentage Verified.
1877.....	743	510	68·6
1878.....	860	673	78·3
1879.....	712	591	83·0
1880.....	889	736	82·8
1881.....	854	727	85·1
1882.....	841	658	78·2
1883.....	1,085	858	79·1
1884.....	798	663	83·2
1885.....	830	741	89·3
1886.....	906	799	88·2
1887.....	1,093	972	88·9
1888.....	897	758	84·5
1889.....	1,126	926	81·3
1890.....	1,199	987	82·3
1891 (10 months, 1st January to 31st October).....	669	540	80·7

WEATHER FORECASTS.

Weather forecasts have been published regularly throughout the period comprised in this report, both in the newspapers and at about fourteen hundred telegraph offices in Ontario, Quebec and the Maritime Provinces. Forecasts for Manitoba and west as far as Qu'Appelle were first published on 26th August and have since continued without interruption to be posted daily, Sundays excepted, at all the offices of the Canadian Pacific Railway Company's telegraph in that region, besides appearing in the daily newspapers.

The demand from persons in Toronto, and at a distance, for special forecasts continues to increase and in all cases predictions have been furnished at once to those asking for them.

Warnings of approaching snow storms, as heretofore, were issued to the railways, and from letters received from their different superintendents it is evident that they are much appreciated. During the coming winter this service will be extended to Manitoba and as far west as Qu'Appelle.

Train weather signals as usual were displayed during the past summer on all morning trains in the older provinces, and it is gratifying to be able to state that a great deal more care has been shown by the train hands in changing the signals, though several instances were reported in which the same signals were allowed to remain for more than one day. In each case this negligence was promptly brought home to the offender by the Superintendents who continue to manifest great interest in the work.

The following table (No. 2) shows the predictions and the percentage of fulfilment in each district, in each month and in the whole period.

TABLE No. II.

NUMBER of Predictions and percentage of Fulfilment in each District, in each month and in the period October, 1890, to October, 1891, inclusive.

MONTHS.	LOWER LAKE REGINA.				UPPER ST. LAWRENCE.				GULF.				MARITIME.				TOTAL.								
	Verified.				Verified.				Verified.				Verified.				Verified.								
	No. of Predictions.	No. Fully.	No. Partly.	Percentage.	No. of Predictions.	No. Fully.	No. Partly.	Percentage.	No. of Predictions.	No. Fully.	No. Partly.	Percentage.	No. of Predictions.	No. Fully.	No. Partly.	Percentage.	No. of Predictions.	No. Fully.	No. Partly.	Percentage.					
October...	113	85	20	884.1	103	85	12	688.3	102	80	13	984.8	99	73	11	1579.3	103	69	18	1675.7	520	392	74	54	82.5
November...	108	78	19	1181.0	107	76	23	881.8	101	75	15	1181.7	96	73	12	1182.3	98	78	12	885.7	510	380	81	49	82.5
December...	126	94	17	1581.3	118	88	15	1580.9	122	99	14	986.9	128	100	16	1284.4	126	105	11	1087.7	620	486	73	61	84.3
January...	108	71	22	1575.9	96	61	18	1772.9	95	68	14	1379.0	95	76	8	1184.2	106	65	20	2170.8	500	341	82	77	76.4
February...	105	79	16	1082.9	100	76	13	1182.5	93	72	9	1282.3	89	61	18	1078.7	95	75	10	1084.2	482	363	66	53	82.2
March...	112	80	20	1280.4	103	79	12	1282.5	100	83	7	1086.5	101	73	18	1081.2	111	78	25	881.5	527	393	82	32	82.4
April...	116	82	21	1379.7	105	73	21	1179.5	103	74	18	1180.6	105	76	22	1282.0	103	71	22	1079.6	532	379	98	55	80.5
May...	120	95	17	886.3	115	91	18	687.0	106	79	19	883.5	105	76	22	782.9	107	77	16	1479.4	553	418	92	43	83.9
June...	116	94	15	787.5	108	89	7	1285.6	98	72	14	1280.6	100	76	12	1282.0	107	80	20	784.1	529	411	68	50	84.1
July...	111	94	10	789.2	101	78	18	586.1	96	79	11	688.0	91	72	12	785.7	100	74	16	1082.0	499	397	67	35	86.3
August...	96	78	11	787.0	105	89	10	689.5	97	75	17	586.1	96	62	18	1376.3	92	68	15	982.1	579	444	83	52	83.9
September...	97	84	4	988.7	108	87	9	1284.7	103	74	12	1777.7	105	72	16	1776.2	108	87	9	1280.6	634	490	64	80	82.3
October...	103	78	17	884.0	118	94	9	1282.2	107	84	12	1184.1	105	84	9	1284.3	101	76	13	1281.7	641	497	74	70	83.3
	296	240	32	2486.2	1471	1121	210	14083.5	1368	1039	197	13283.2	1322	977	188	14781.6	1357	1003	207	14781.5	7126	5391	1004	731	82.7

NOTE.—The percentage of verification is obtained by taking the sum of those fully verified and half the sum of those partly verified and dividing by the whole number.

CENTRAL OFFICE.

The following changes have taken place in the staff of the office since my last report. Lieutenant A. R. Gordon who was employed during the greater part of each year in connection with the Fishery Protection Service has finally severed his connection with this office, being now employed in another branch of the Government Service. Messrs. R. F. Smyth, secretary, F. Barnard and W. A. Taylor, assistants have also left the service, and have been succeeded by Messrs. F. F. Payne, F. G. Drewitt and C. E. Tweedie, respectively. Mr. W. A. Bannon was also appointed to fill the vacancy caused by Mr. Payne's promotion.

Attention may be called to the marked increase of office work over that of former years. As the observer's interest in the work increases and he seeks an enlargement of his work, this involves an increased amount of time necessary to supervise the returns themselves and to perform the deduction to render the returns of any value, as in nearly all cases the volunteer observer considers it enough to simply enter the reading at the time of observing. As the enlarged tabular matter of the Monthly Weather Review requires this to be done monthly, it is sometimes difficult to keep up with current work.

The interest taken by the general public in the information obtained from the data collected is shown by the increased number of inquiries from legal, municipal and railway corporations as well as private individuals. These inquiries however entail a large amount of extra work which is increasing daily.

TIME SERVICE.

The method of performing this work, together with a table showing discordance at the different observatories will be found in the report on the Magnetic Observatory.

The report on Quebec Observatory forms Appendix A.

The report on St. John Observatory forms Appendix B.

UNITED STATES WEATHER BUREAU.

In July the meteorological work of the Army Signal Service at Washington was transferred to the newly formed Weather Bureau under the Department of Agriculture. The co-operation which has so long continued between this Service and the Signal Service is maintained under the new regime.

VOLUNTARY OBSERVERS.

It is desirable to again draw attention to the indebtedness of this country to the many volunteer observers throughout its wide range by whose assistance so much has been done towards interesting the public generally in a study of its varied climate; and it is much to be regretted that want of funds have necessitated a refusal from time to time to many requests for instruments, as the information given in our Monthly Weather Review is largely contributed by unpaid observers.

PUBLICATIONS.

Applications are frequently made by persons and institutions in different parts of the world for the publications of this office and it is to be regretted that the Annual Report of the Meteorological Service is so much behind, the last issued being that for 1887. The printing of each report has of late years taken over a year therefore they are becoming more and more behind. Nearly 750 Annual Reports and over 800 copies of the Monthly Weather Review are distributed immediately upon their being printed.

LIBRARY.

The number of publications received was 217, several of which were from new contributors and by far the greatest part of them treat upon Astronomy, Meteorology and Terrestrial Magnetism.

INSPECTION OF STATIONS.

There were 73 stations inspected this year. Of these 13 were inspected by Mr. Payne, 24 by Mr. Stupart and 36 by Mr. Webber.

These reports form Appendices C, D, E, and give the state and condition of the various places visited, and show the absolute necessity of regular and systematic inspection.

All of which is respectfully submitted.

CHARLES CARPMAEL,
Director.

APPENDIX "C."

CHARLES CARPMAEL, Esq., M.A., F.R.A.S.,
Director Meteorological Service of Canada,
Toronto.

SIR,—I have the honour to submit the following report of the stations inspected by me during the present year :

Collingwood, Ont., 14th May, 1891.—Observer and Storm Signal Agent. The observations were not being taken and previous records were reported burnt at a fire in the Town Hall. The instruments had not been placed in position. The storm signal mast required painting. Recommended that this Agent be reduced to a signal agent only.

Obtained a new volunteer observer, Dr Stephen, who will take temperature and rainfall observations.

Owen Sound, Ont., 15th May, 1891.—The volunteer observer, Mr McLean, is getting very old and fears he will not be able to continue observations much longer. Minimum thermometer C. 786 out of order and returned to store.

Presqu'Isle, Ont., 16th May, 1891.—Anemometer and anemograph in good order, connections required adjusting, slight repairs required to electrical vane and platform made more rigid. Signal mast is rotting at butt and will require replacing before long. Signals in good order, but lamps not working satisfactorily and require shorter chimneys.

Lundy's Lane, Niagara South, Ont., 25th June, 1891.—observations well taken, slight repairs required to rain-gauge, and thermometer shed to be painted.

Cayuga, Ont., 26th June, 1891.—The late Observer has left the town. Obtained a new volunteer observer, Rev. P. Bardon, M. A., who will take regular rainfall observations.

Port Dover, Ont., 27th June, 1891.—At this station all thermometers were in good order except maximum 10066, which besides being improperly hung has a small air bleb in column, making it read $1^{\circ} 5$ too high. The rain-gauge is worn out. The wet bulb thermometer M.O. 351 was kept continually immersed in water which was altered and exposed properly. The storm signal mast required painting. Signals were in good order.

Chatham, Ont., 29th June, 1891.—The returns from this station were much behind hand, owing to press of other work. The volunteer observer promised to forward them immediately. All instruments were in good order and much interest taken in the work. Rain-gauge removed to another position, as it was too much surrounded by shrubs.

Kingsville, Ont., 30th June, 1891.—The volunteer observer takes much interest in the work and observations were well taken. All instruments were in good order. Sunshine recorder was set to latitude 40° instead of latitude 42° to which it was changed.

Pelée Island, Ont., 1st July, 1891.—Anemograph was not working, owing to want of supplies which had miscarried. All instruments were in good order and anemometer &c., very well exposed on top of lighthouse. A larger inner shed is required

for thermometers, as present one does not allow of ordinary thermometer C. 1605 being placed inside it. The signal mast is well set up and stayed with $4\frac{1}{2}$ inch wire stays. Both lamp radiator glasses are cracked but will answer for the present.

Sprucedale, Ont., 26th September, 1891.—The thermometer shed was badly exposed, facing west, this was changed to a better position. Minimum thermometer 69153 was out of order, this was repaired. The work is well attended to by the volunteer observer, Miss S. W. Kirkman.

Huntsville, Ont., 1st October, 1891.—The observer was moving to a new house. A position will be selected for the rain-gauge giving good exposure as soon as premises are fenced in.

Axe Lake, Ont., 2nd October, 1891.—The minimum thermometer was out of order and required repairing and with care will do, but as the glass catch at top of tube is broken off some care must be used in setting. The present inner shed is too small to hold the maximum and minimum thermometers which at present are poorly exposed. The other instruments at this station were in good order.

Barrie, Ont., 5th October, 1891.—In an interview Mr. J. S. Gillan offered to take the observations in place of the late observer, Mr. H. B. Spotton, M.A., who is leaving the town, and he would probably make a good observer as he is much interested in the work and has taken observations for many years. I would therefore recommend that the instruments be handed over to him. The sunshine recorder is in the hands of Mr. G. Wattie, who attends regularly to these records.

I beg to call your attention to the suggestion made by me in my report of last year that "the approaching direction and velocity of the wind be given by a simple code of flag signals to the shipping and fishermen by utilising the signal stations already established by the Signal Service in the Maritime Provinces," as from suggestions made to me and from answers to subsequent enquiries it would appear that "the direction and velocity of the wind has a very large influence in many localities, locally known, and that a foreknowledge of them would be great service, especially to the fishermen."

I have the honour to be, Sir,

Your obedient servant,

HUGH V. PAYNE.

Inspector.

APPENDIX D.

CHARLES CARPMAEL, Esq., M.A., F.R.A.S.,
Director Meteorological Service of Canada,
Toronto.

SIR,—I have the honour to submit the following report of stations inspected by me during the past year:—

Port Dalhousie, Ont., 13th April, 1891.—The signals at this station required a few slight repairs, such as splicing, &c., but on the whole everything in good condition. Mr. Dwyer, who for years past has been agent, was on the point of removing from Port Dalhousie. I interviewed Mr. Clark, the present agent, who has since been doing good work.

St. Hyacinthe, Que., 28th May, 1891.—The observer, Father Choquette, is Principal of the College. He is a man devoted to science, and is desirous of having a complete meteorological outfit. I recommend that he be sent a barometer. He has good exposure for an anemometer, and is very anxious to have a self-recording instrument. I should much like to see his wish gratified, but it is to be remembered that the college is only thirty miles from Montreal. Observations at this station will in all probability be thoroughly reliable.

Quebec, Que., 29th May, 1891.—I found the anemometer and wind vane in a very unsatisfactory condition, the former being sheltered by latter and the platform very

far from rigid. The wet bulb thermometer was not properly exposed, the bulb not being covered with muslin; rain-gauge and thermometers in good positions, barometer Adie, No. 1423 reading $\cdot 004$ higher than standard.

St. John, N.B., 1st June, 1891.—Found anemometer and wind vane in a decidedly dilapidated state—the former quite useless. Telegraphed to Toronto for new instruments and placed them in position on my return from Grand Manan. The rain-gauge was in a very poor position, but I somewhat improved it by placing it on the top of thermometer fence. The thermometers and rain-gauge are too much shut in by fences, sheds, &c. I cleaned the barometer, a small Green, and comparisons showed an index correction of $+ \cdot 004$.

Grand Manan, N.B., 5th June, 1891.—Found everything at this station all right except the minimum thermometer, which was reading 2° too low; this error has been rectified. Barometer comparisons showed index error — $\cdot 004$. At a most exposed place on Swallow Tail Head, about a mile from the agents office, I had erected a post, firmly braced by three other posts on which to place an anemometer. As the wire necessary for connecting with anemograph in office was not available, I placed anemometer and wind vane temporarily on platform on top of the office, leaving full instructions *re* removal to hill and plan of connection.

Digby, N.S., 8th June, 1891.—Storm signal mast in a very poor position and ought to be removed to the end of pier. To do this, permission of the Public Works Department is required. Should the change be made, a small signal house will be necessary and can be placed on the pier at the foot of the mast. Mr. Turnbull does not attend to the thermometers in by any means a satisfactory way and I have serious doubts as to whether rainfall observations are any more reliable.

Yarmouth, N.S., 8th June, 1891.—Everything all right here except anemograph, which was not working satisfactorily. As Captain Murphy had made arrangements to go away for a holiday the morning following my arrival, I simply showed him where the fault lay in the adjustment of the instruments and suggested certain changes in running the wires to the tower of his house. The thermometers all agree, and rain-gauge is well placed. Index correction to barometer $+ \cdot 004$.

Halifax, N.S., 10 June, 1891.—Anemograph not working well; with difficulty I put it in fair order; the trouble is probably owing to poor electrical connections, and the old wires will be replaced by new.

Sambro Island, N.S., 12th June, 1891.—I found the Sambro Island instruments at Mr. Allison's house in Halifax, they were covered with oil, and having been packed in wool and some hairy substance, were in a frightful mess; several screws were missing. Having put them into good order I took them back to Sambro, placed them in position and connected the battery, etc. I am convinced that the present anemometer will not work very long and another instrument should be sent as soon as possible. In Halifax I ordered turn-buckles for setting up stays in place of lanyards hitherto in use.

Truro, N.S., 15th June, 1891.—Mr. Little, the observer at this station, would like a sunshine recorder. The thermometer and rain gauges are in good positions and well exposed. The cistern of barometer is four feet lower than when in old house on Bible Hill. Barometer reading with standard. No index error.

Sydney, C.B., 17th June, 1891.—One of Mr. Hill's turn over thermometers will not work satisfactorily, he would like the service to supply him with another; all the other instruments are in good order and well placed.

Low Point, C.B., 18th June, 1891. Found the anemometer and wind vane on a rigid, well-built platform which was, however, too low. I gave instructions to have it made some three feet higher, which alteration will make the exposure very satisfactory. Captain Peters reported that the North direction hammer was not working and that he was unable to find the fault. I traced the trouble to a break in the wire which had corroded where it passed through the wall. Captain Peters is a most intelligent man and does good work.

Little Glace Bay, C.B., 19th June, 1891.—Found the observer, Mr. Rigby, ill in bed. The signal mast which had been blown down not yet up again, but Mr.

Rigby assured me that the work would soon be completed; he requires a new cone. He has not been taking meteorological observations of late, his barometer is broken and he wants it refilled; will send it to Toronto by express and it can be returned to him by one of Messrs. Kinman & Brown's steamships sailing from Montreal. Thermometers are all right, but new rain gauges required.

Louisburg, N.S., 20th June, 1891.—Signal mast in good order. The former agent at this station, W. H. Townsend, away from home, his father who told me that he always attended to hoisting and lowering of signals, conducted me to signal mast which is in good order. I gave instructions that mast and shed be painted and top of latter covered with canvas to make it water tight. New signals and running rigging required.

North Sydney, N.S., 22nd June, 1891.—At this station I gave orders that a signal house be built large enough for a man to enter and light lamps, also that two of the three lanyards be renewed and stays be made taut.

Georgetown, P.E.I., 23rd June, 1891.—The thermometers and rain-gauge are well exposed. The minimum has been reading 2° too low and I failed to rectify the error.

Tignish, P.E.I., 24th June, 1891.—Visited this station for the purpose of having a signal mast erected. Mr. Gallant, an hotelkeeper and fisherman, took contract at \$100, the Meteorological Service to supply the running rigging; the spar fifty feet in length, of pine, to be erected at inner end of pier at harbour. The harbour is two and one-half miles by road from the telegraph office, but a local firm, Myrick & Co., have a telephone from their store in the village to a store at the port, and for a consideration of fifteen cents a message, will forward our warnings.

Charlottetown, P. E. I., 25th June, 1891.—Everything in first rate order at this station.

Port Hood, C. B., 26th June, 1891.—Visited Port Hood for the purpose of having a storm signal mast erected. Contract let to Mr. Alex. Frazer, a man recommended by Mr. Tremaine, Collector of Customs. Mast to be of spruce, fifty feet above ground, well tarred at butt, fittings according to regulation specification, running rigging to be supplied by Meteorological Service.

Port Hastings, N. S., 27th June, 1891.—Mr. McKeen, the agent, had been away from home some months and the man left in charge of meteorological observations did not know anything about the work. The mast and signals in good order and according to local report the hoisting and lowering of signals has been well attended to.

Pictou, N. S., 29th June, 1891.—Everything satisfactory at this station.

Chatham, N.B., 1st July, 1891.—Everything in good order here. Cleaned the barometer and by comparison verified index correction in use. Mr. Connors was about to remove to another house where the cistern of the barometer will be four feet lower than at present.

Bathurst, N.B., 1st July, 1891.—Things in a lamentable state at this station. The signal mast in a fair state of preservation, one of the stays broken and the other three hanging loose, box broken and no bottom, signals much broken and battered but can be repaired; no halyards. I ordered that a good handy carpenter be employed, strong box be made and placed on a platform at foot of mast, that stays be repaired and properly set up, and in the future halyards be kept rove and ready for service. At house found barometer very dirty, thermometers in a delapidated shed facing the South, and rain-gauge in an old buggy. I cleaned barometer and left it reading within two thousandths of standard, and gave instructions as to placing of rain-gauge and disposal of a thermometer shed when received.

Guelph, Ont., 16th October, 1891.—The barometer is Adie 1447 which reads 013 too low. The thermometers are well placed and reading correctly, any faults have been owing to bad observing; rain-gauge also well placed. Anemometer and vane down shaft, shafting broken two years ago in a gale and never repaired. If wind

observations are to be taken at this station the platform should be raised about five feet and new shafting supplied.

I have the honour to be, Sir,

Your obedient servant,

R. F. STUPART,

Inspector.

APPENDIX "E".

CHARLES CARPMAEL, Esq.

Director Meteorological Service of Canada,
Toronto, Ont.

SIR,—I have the honour to submit herewith report of the stations, in Canada, inspected by me during the period comprised in this report,—

Coldwater, Ont., 23rd October, 1890.—Mr. Lazenby the observer was away from home. The barometer was slightly opaque and will soon require cleaning. I replaced the broken minimum thermometer by minimum No. 69,147. The thermometer shed and screen had just been indifferently repainted before my arrival.

North Bay, Ont., 24th November, 1890.—Thermometers were still in the same filthy condition as they were in the preceding May. Gave Mr. McKeown the option of attending to the duties, or having the matter again laid before Mr. C. W. Spencer, the superintendent. He preferred the former. The thermometers I changed from the old position to Mr. McKeown's residence, a better and more convenient place, cleaned them and left everything in good order. The comparison gave both the maximum and the minimum thermometers reading alike.

Rockliffe, Ont., 25th November, 1890.—The fence for the thermometer shed authorized to be built in the preceding May had not been erected, and the new thermometer shed which had been furnished had been put to one side in a back shed. The observer was severely reprimanded for his gross carelessness and indifference.

Pembroke, Ont., 28th November, 1890.—Mr. Quinn, the agent here, has been deputed by the Canadian Pacific Company to take the observations at this point. I instructed him in the duties required, and placed the instruments at his residence on the brow of the hill in the western portion of the town, an excellent exposure.

Petrolea, Ont., 11th February, 1891.—It was necessary to change the anemograph at this station as it required some repairing. The electrical vane and anemometer were much worn, and had also to be replaced. It was also considered necessary to attach a tube to the post of the anemometer platform and run the wires through this to connect with those already in the building, formerly the outside wires were stapled to a tin roof. I instructed Mr. Bell how to ascertain the dew-point and humidity, he has promised to do more careful work in the future.

Welland, Ont., 13th February, 1891.—The rain-gauge at this station was in good order, also one upright thermometer No. 15,081, the other thermometers were destroyed, and the shed and screen all to pieces. It would be useless to attempt to have observations taken here under the existing circumstances, and it is extremely doubtful whether another volunteer observer could be found in the town.

Winnipeg, Man., 19th July, 1891.—The anemometer exposure at this station is particularly good, it is placed on the west tower of the College. The thermometers would be better placed in the large plot of ground where the rain-gauge is situated, at present they are in the small yard adjoining the College. Mr. Warburton says he is too deaf to learn telegraph operating, under the circumstances I insisted that the signals must be repeated back over the telephone.

Indian Head, N.-W. T., 19th July, 1891.—The thermometer and rain-gauge are well exposed, a few slight repairs were necessary to the latter. I selected a good sight for the sunshine recorder which unfortunately had not then arrived, however

I instructed the observer as to its manipulation. Mr. McKay has promised that the observations shall be well and promptly attended to in future.

Qu'Appelle, N.-W. T., 19th July 1891.—Substituted new Green barometer No. 3296 at this station for No. 2741 in use, which was faulty. The downshaft anemometer in use is not well situated. The exposure for wind force could be made very good, a suitable platform should consequently be erected and an electrical anemometer furnished. A regulation fence should be built to carry the thermometer shed. Mrs. Gordon attends to the observations faithfully and is very anxious to do well.

Regina, N.-W. T., 20th July, 1891.—Sergeant Lasserwitz (the observer) was absent on leave, the assistant in charge could not show me the rain-gauge, did not know where it was placed. The thermometers were well situated, but required new suspension hooks. The anemometer exposure is good.

Battleford, N.-W. T., 24th July, 1891.—This station had not been visited for nine years. The newly appointed observer, Mr. L. P. Noel, is a thoroughly reliable and practical man. The instruments were well exposed and in a good order, except the barometer which naturally after such a lapse of time, had become so dirty that it was not readable with any degree of accuracy. I cleaned it thoroughly and it is now in very good condition.

Henrietta, N.-W. T., 25th July, 1891.—Mr. Salsbury the Government telegraph operator at this point, will gladly take maximum and minimum thermometer readings and the precipitation, if furnished with the requisite outfit. As this is a desirable position for a series of observations of the character, I instructed him in the duties required and selected sites for the instruments in the event of their being supplied.

Prince Albert, N.-W. T., 25th July, 1891.—As the exposure at this station from the west, north and north-east direction, (the most useful to our service for forecasting) is good, I placed the electrical anemometer on the platform which had originally been erected on the top of the college, for carrying a downshaft anemometer. This latter was completely worn out and apparently had never been used. The wires from the electrical anemometer are run through the building to the anemograph in the study, where also the barometer is now placed. The thermometer and rain-gauge are well situated, but a new thermometer shed was required. Miss MacKay is painstaking and does her best, but at this station, one of the most important we have in the north west owing to its northerly position, we should certainly have a thoroughly well trained and practical observer, one who is able to keep electrical instruments in order both telegraphic and meteorological. Canon Flett, the nominal observer, allows Miss MacKay a certain sum for doing the work. The Canon would like the railway Agent to supersede Miss MacKay as observer. I have to report that the railway station is in no way suitable for an observing point.

Calgary, N.-W. T., 29th July, 1891.—I found Mr. Thos. O'Brien attending to the observations here, he quite understood the work and appeared careful. The rain-gauge was poorly exposed and the thermometer shed much out of repair. The barometer was very opaque and received the requisite cleaning. There is no exposure for an anemometer and there is none in use. Mr. Cayley informed me that he considered that as long as he supplied a man to do the work that was all that should be required, and that he had no intention of taking the observations himself.

Victoria, B.C., 2nd August, 1891.—The pole carrying the anemometer had worked very loose and required restaying; it also needed painting, together with the fence surrounding it, the better to preserve them. Mr. Reed has the instruments all in good order and well exposed, and conscientiously attends to the duties. The barometer, which was becoming opaque, with a small amount of air in it I cleaned and rectified.

Quamichan, B.C., 3rd August, 1891.—This station had never before been inspected. Mr. Lomas has the work here carefully attended to. No complete thermometer shed has ever been used at this station, the inner screen only was furnished to him by a previous observer.

Vancouver, B.C., 5th August, 1891.—Interviewed Mr. Abbott, the superintendent of the British Columbia Division of the Canadian Pacific Railway, *re* the establishment of the stations at Griffin Lake and the Glacier. He informed me that his company intended to have the observations carefully and promptly attended to at these stations, and at the same time he notified the agents to this effect.

Port Moody, B.C., 6th August, 1891.—This station is situated thirty-five feet above sea level and surrounded by lofty mountains. I cleaned and renovated the barometer which was very opaque with a large amount of air in it (.057 inches). A new rain-gauge was required together with a cup for the wet bulb. An anemometer is quite useless in this sheltered place. The observations are carefully and conscientiously taken.

Agassiz, B.C., 7th August, 1891.—Mr. Sharpe, the manager of the Experimental Farm here, is not yet in his house. The reason given for the indifferent manner the observations have been attended to, he expects to be settled shortly when the instruments will be placed conveniently near to the residence, and he will attend to the work himself. I placed the sunshine recorder in the best obtainable position and gave the necessary instructions. The very high mountains on every side preclude this as a good place for sunshine records. Maximum thermometer 1133 being useless, it was necessary to substitute a new one. The rainfall will be accurately measured in future.

Spence's Bridge, B.C., 8th August, 1891.—The barometer was dirty and carelessly suspended against the wall without a case. I cleaned it thoroughly, put it in a case and placed it in another portion of the office where a better light was obtainable. I also cleaned and adjusted the spare barometer and placed it in the observer's residence. The thermometer will now be situated adjoining the residence. There is no exposure for an anemometer, consequently the force of the wind will be estimated. It will be necessary to run a loop line to the office to insure the prompt despatch of the signals. Instructed Mr. Murray in all the duties required, laying particular stress as to the humidity and the dew point, and the use of the telegraph cypher.

Griffin Lake, B.C., 9th August, 1891.—I placed the instruments in position at this station and instructed the agent in the duties required.

Glacier, B.C., 10th August, 1891.—I placed the instruments in position at this station and instructed the agent in the duties required. Here as at Griffin Lake, the spirit in the minimum thermometer was much detached, proving how liable this is to occur when thermometers are forwarded by express.

Donald, B.C., 12th August, 1891.—The thermometers were badly exposed, the shed being placed on a table and facing the west. This exposure will be rectified. The minimum thermometer was reading 10 too high, caused by an error in the scale.

Banff, N.-W.T., 12th August, 1891.—The instruments here are poorly exposed in the wooded portion of the park. Should this ever be made a telegraph reporting station and as such, owing to its elevation, it would undoubtedly be of much service, a more suitable place should be selected for the instruments. The high ground adjoining the Canadian Pacific Railway Hotel would be a good place and it is possible a well-equipped meteorological observatory would be of much interest to the majority of the guests at the Hotel. The anemometer should be placed on the summit of Tunnel Mountain where a good spot is to be found for the erection of the requisite platform, and the running of the wires to the proposed building one and a half miles below would be an easy matter at little cost. I placed a barometer at this station and instructed Mr. McLeod thoroughly in its manipulation, as well as in the taking of the dew point and humidity. Mr. McLeod attends to the duties with care and diligence.

Edmonton, N.-W.T., 18th August, 1891.—Although this station had been in existence for eleven years, it had never before been inspected. The barometer was in a very dilapidated condition, there was no attached thermometer, the cistern was excessively opaque, and it contained air to the amount of 0.36 inches. I thoroughly renovated the barometer leaving it reading correctly. The anemometer, a combined

downshaft, was placed on a low building and quite sheltered and consequently useless. A good wind exposure is procurable by the erection of a platform thirty-five feet high, and as this is an important point, I recommend that this be built and that an electrical anemometer be supplied. The thermometers are in good order, a new shed however was required. The rain-gauge is well exposed. Mr. Taylor is a good observer and a practical electrician, he assures me that he is in no way to blame when the signals are delayed, that he is always on hand on time, and does his best to get them off.

Swift Current, N.-W. T., 22nd August, 1891.—I cleaned the barometer at this station as it was becoming dirty. Mr. Knight has moved to a small house adjoining the railway station where the exposure for the instruments is not as good as in the old position, this is especially the case with regard to the anemometer.

Medicine Hat, N.-W. T., 20th August, 1891.—I removed the instruments to Mr. J. K. Drinnan's House and thoroughly instructed him in the duties. Mr. Drinnan is the newly appointed observer at this station and will, I think, do careful work. The thermometer shed required some repairing, a new rain-gauge was also necessary. The barometer received the requisite cleaning, the glass of cistern is badly cracked.

Maple Creek, N.-W. T., 23rd August, 1891.—The readings of the maximum and minimum thermometers will be taken at this station. The porcelain scale of the thermometer now in use is broken. The agent of the Canadian Pacific Railway here continues to take the observations well and carefully.

Balgonie, N.-W. T., 24th August, 1891.—Mr. Webb, the manager of the Kaye farm at this place will undoubtedly make a reliable observer. I selected sites for the instruments and instructed him in the requisite duties.

Brandon, Man., 26th August, 1891.—Mr. Bedford, manager of the Experimental Farm here, has the observations well and carefully taken. The instruments are well exposed and in good order. An extra minimum thermometer has been furnished in order to ascertain the difference in the night temperature between the adjoining high and low land. A sunshine recorder has also been supplied.

Portage La Prairie, Man., 27th August 1891.—The Rev. A. H. Finch takes much interest in the work and is a good observer. He has charge of the electrical flash light at this point to warn the surrounding country of anticipated frosts during the harvest season. The exposure for the instruments is fair. An extra thermometer for determining the dew point has been supplied.

Minnedosa, Man., 28th August, 1891.—This station had not been inspected for nine years. The instruments are more poorly exposed than in any other first class station that I have visited in Canada. They are situated in a valley, and the minimum thermometer by actual test reads 2° lower than on the surrounding high land. The anemometer is of course useless. The observer the Rev. Mr. Wellwood says it is impossible for him to move to a more suitable position as he owns the house that he occupies. The thermometer shed was in a very dilapidated condition with no fence. A regulation structure will be erected further up the hill for the thermometers, this should improve the exposure somewhat. The barometer which was very opaque received the requisite cleaning.

Oak Bank, Man., 31st August, 1891.—This station had never been inspected before. The rain-gauge exposure was good, but that of the thermometers useless; they were placed about a foot from the ground and protected by a board covering. The minimum was not an official thermometer, and the maximum was broken. Mr. R. E. W. Goodrich seems anxious to do good work, so he has been supplied with a proper outfit.

Fort Osborne, Man., 1st September, 1891.—The temperature observations here are carefully taken under the supervision of Dr. Codd, the regimental surgeon, and should prove a valuable series.

Stony Mountain, Man., 2nd September, 1891.—The thermometers and anemometer are very poorly exposed here on a platform about sixteen feet from the ground. The catch of tube of maximum thermometer was broken permitting it to slide in the

scale. The rain-gauge was worn out, the rainfall had been entered at just double the actual amount. The barometer is correct. The present observer had received little or no instruction in the observations before my visit. As apparently little interest is manifested in the observations at this place, and the convict most available seems to be deputed to take them, I recommend that this station be abolished, as its proximity to Winnipeg makes it of small value.

Elkhorn, Man., 3rd September, 1891.—The maximum thermometer was in error at this station, and the shed was not suitable for the thermometers furnished. The exposure is good and Mr. Mowat is a painstaking and careful observer. He has by his request been supplied with a frame and forms, and will post the Manitoba "Probabilities" for the benefit of the farmers in the neighbourhood.

Virden, Man., 4th September, 1891.—I called twice at this station but on each occasion the house was closed, the family being away. I was, however, able to inspect the thermometers and rain-gauge, and these instruments were in very good order and well exposed.

I have the honour to be, Sir,

Your obedient servant,

B. C. WEBBER,

Inspector.

MAGNETIC OBSERVATORY,

TORONTO, 4th February, 1891.

The Honourable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith the report on this observatory for the period 1st October 1890 to 31st October 1891.

During the above period the six daily magnetical and meteorological eye observations taken at 6 and 8 a.m. 2, 4, 10 p.m. and midnight have been continued as usual. On Sundays the hours of observations are 8 a.m. and 2 p.m. Absolute determinations of the magnetic elements have also been made—the self, recording declination, bifilar and vertical force magnetographs have been kept in operation, as also the barograph and thermograph.

Hourly measurements of the curves with the exception of the vertical force have been made and the results abstracted. We have now over 11 years of hourly readings tabulated, the daily and hourly means of which have been obtained. Continuous photographic records are available from 1875. Eye observations to check the photographic records have been regularly kept up, the agreement being satisfactory. In January the zeros of the thermograph standards were found to have changed slightly, the corrections will be used from that date forward.

In June the barograph clock and cut-off apparatus was dismantled and cleaned and put into good working order. The magnetic driving clock was also dismantled, its action for some time previous being erratic, it was thoroughly overhauled; since then it has worked much more satisfactorily. It may be remarked that this clock has been in the Observatory over fifty years. The argentic bromide paper continues to give good results there being no photographic failures during the year. In January it was found necessary to alter the angles of the declinometer and bifilar mirrors; the former ordinate was getting too large with the increasing westerly declination and the bifilar the reverse on account of loss of magnetism.

The most important magnetic storms occurred on the 7th and 8th of November 1890, 31st March, 1891, 12 April, 14th, 15th and 16th of May, 28th and 29th August, 9th, 10th and 11th of September, the disturbance being particularly marked on the night of the 9th.

TIME SERVICE.

The time exchanges with Montreal, Quebec and St. John have all been registered on the chronograph at Toronto, the comparisons taking place during the afternoon with Montreal and Quebec, and in the evening with St. John.

During the year the time at Halifax has also been regularly compared with that at Toronto, the comparisons taking place during the same evening as that with St. John.

The errors of the Toronto clock, and of the time-pieces used by the observers elsewhere, are computed from the latest observations.

The examination of the monthly clock and chronometer comparisons and transit observations, sent in from the observatories at Quebec and St. John, has been performed.

During the year observations of 783 stars and 1 solar observation were made from which the time at the Toronto Observatory was obtained. The position of the stars used in the reductions are from the "Berliner Jahrbuch." The collimation error of the transit instrument has been determined frequently from micrometrical measurements on the collimating telescope and by reversals on "Polaris" and other stars.

The following table shows the difference between the time by standard observer and that given at the various exchanges.

The sign + indicates that the time as sent from the various observatories is faster than that by the standard observer.

	Toronto.	Montreal.	Quebec.	St. John.
1890.	Secs.	Secs.	Secs.	Secs.
October 8th	+0.06	-0.06	-2.15	-1.52
do 31st	+0.27	-0.27	-1.23	-1.36
November 21st	+0.10	-0.10	-0.15	-1.53
December 10th	+0.68	-0.68		
do 30th	+0.23	-0.23	+3.70	-1.78
1891.				
January 21st	+0.18	-0.18	-1.32	-1.63
February 6th			-3.02	-0.74
do 25th	+0.36	-0.36	+0.03	
March 17th	+0.11	-0.11	+0.11	+0.31
April 3rd	0.00	0.00	+0.54	+0.08
do 20th	+0.29	-0.29	0.00	-0.20
May 7th	-0.28	-0.28	-2.10	
do 21st	-0.15	-0.15	+0.03	-0.06
June 9th	-0.15	-0.15	-0.38	
do 25th	-0.15	-0.15	+1.45	-0.36
July 9th	+0.09	-0.09	-0.67	-0.93
do 31st			-0.07	-0.71
August 27th	+0.23	-0.23	+0.77	-1.28
September 11th	+0.11	-0.11	-0.08	-1.67
October 5th	-0.04	-0.04	-0.08	-1.39
do 30th	-0.01	-0.01	-1.39	
November 13th	+0.34	-0.34	+0.53	-0.99

The time by standard observer is obtained by taking the arithmetical mean of the times as determined at Toronto and Montreal, after applying the personal equations between the observers and the director of the Magnetic Observatory, whose absolute equation is known to be almost insensible.

NOTE.—Where no change has been made with Montreal the Toronto time corrected for its observer's personal equation is adopted as standard time for the comparisons with Quebec and St. John.

The result of the exchanges between the observatories at Toronto and St. John would seem to indicate that the longitude of the latter observatory is in error to the amount of nearly one second in time.

The director was invited to attend the Meteorological Conference to be held at Munich on the 26th August, also to the meeting of the International Polar Commission to be held at the same place on 3rd September, but owing to his services being required by the department at the time, he was unable to accept the invitation.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

CHARLES CARPMAEL,

Director.

METEOROLOGICAL OFFICE,

TORONTO, 5th February, 1892.

The Honourable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith the report on the Tidal Service for the year ended 31st December, 1891.

The observations of last year taken at Canso have been worked up and the working of those at Liscomb is nearly completed. The results obtained at Canso are unsatisfactory, and the measuring of the trace for Liscomb proved very difficult owing to various causes chief of which has been the failure of the points on the feed roller of the gauge to mark the paper. Before using this gauge at another station this difficulty will have to be remedied.

The large amount of work entailed by extensions of the Meteorological Service prevented anything being done until late in the season towards placing new tide gauges; and it was not until October that I left the Central Office to do what could be done in this direction. I first visited several places on the St. Lawrence above Quebec in company with Messrs. Howden and Cowie, of the Public Works Department to whom I am indebted for many valuable suggestions.

Cap à la Roche.—The first place visited was Cap à la Roche. Here observations have already been taken for various short periods. These observations will if possible be worked up, but I fear that they are not sufficiently continuous to yield very satisfactory results. I would recommend that the old gauge be replaced here as soon as navigation opens in the spring and as long a series as possible be obtained there while the signalling station is in operation.

From Cap à la Roche it is twelve miles to the Richelieu Rapids and at the foot of the rapids is Point Platon. A gauge could be placed at the lower end of the wharf. It would require to be strongly protected with timbers as otherwise it would be in danger when the ice shove occurred in the spring. Between Point Platon and Cap à la Roche the character of the tides completely changes. At the former the lowest occurs at low water of spring tides whilst at the latter it occurs at low water of neap tides.

Short series of observations might also be taken at Pointe aux Trembles and either at St. Nicholas or Cap Rouge.

At Levis it is desirable that a gauge should be permanently established. It might conveniently be placed at the end of the caisson recess, at the dry dock. This arrangement would have the advantage of enabling the depth of water at any time at the entrance to the dock to be accurately predicted. It would be here easy to provide for the gauge being properly attended to, and no difficulty would be experienced from the formation of ice.

The next station visited was Father Point. There the well will be connected with deep water by a pipe about two hundred and seventy feet in length. The work was at once put in hand and is now in an advanced state but was stopped by the cold weather and cannot be completed until the spring.

St. John.—After careful examination of various sites including the Intercolonial Railway wharf, the Beacon Light and Partridge Island, it was concluded that the best would be the corporation wharf near the customs house. As the observer in connection with the Meteorological and Time Service has an office in the customs house this would also be a very convenient point. The city in view of the usefulness of the observations to the city would probably grant the right of using their wharf free of charge, and a committee of the council was appointed to look into the matter. It was found however that there was an unexpired lease of the wharf which prevented the arrangements being completed at once; but I hope before long to be able to put the work in hand and in a very short time afterwards the gauge could be started.

The next place visited was South West Point, Anticosti. A site was selected near the lighthouse, where there was a cleft in the rock immediately over deep water. There will be no difficulty in placing a gauge at this point, but owing to the lateness of the season it was impossible to undertake the work before the spring.

The Halifax tide tables for 1891 were distributed at the beginning of the year to the collectors of customs along the south coast of Nova Scotia. Those for 1892 were distributed in the same way in December and can be obtained from them.

It is proposed to push the placing of gauges as soon as navigation opens in the spring.

All of which is respectfully submitted.

I have the honour to be, Sir,

Your obedient servant,

CHARLES CARPMAEL,

Director.

REPORT ON THE MCGILL COLLEGE OBSERVATORY FOR THE YEAR
ENDING 31st DEC., 1891.

WM. SMITH, Esq.,
Deputy Minister of Marine.

SIR,—I have the honour to present the report on this observatory for the year 1891.

Meteorological Observations.—The usual meteorological observations have been continued without interruption and the results have been published in the Montreal Gazette and Canadian Record of Science. An abstract for the year is appended hereto.

Time Service.—Determination of clock errors have been made on 114 nights by the observation of 619 stars. The instant of mean-noon has been given to the shipping, and other time signals have been distributed throughout the city and Dominion as in former years. The Ottawa time-service is still I regret to say a source of annoyance, owing to the imperfect arrangements at Ottawa.

The system of time exchanges with the Toronto Observatory has been continued with the following results.—The average difference between the mean-time of the two observatories, on the sixteen days on which exchanges were made was $0^{\circ}17''$ and the greatest difference on any one day was $0^{\circ}38''$. The comparisons give a "probable error" for the time of one observatory as compared with that of another, at any instant, of $0^{\circ}08''$.

Longitudes.—Arrangements for the direct longitude determination, between Montreal and Greenwich, are practically completed. The transit instruments loaned by the Royal Observatory, and the special electrical apparatus constructed under the direction of the Astronomer Royal, by Messrs. Siemens Bros., were received at the end of August. The chronographs to be used in the Canadian portion of the work are of similar construction, and were made by Messrs. Fauth and Co., Washington.

The Commercial Cable Co's station at Hazel Hill, Nova Scotia, was visited in the month of June last. Certain preliminary experiments on transmission through the cable were made, and a shelter and pier for an Astronomical Station erected.

The experiment on cable transmission by automatic repetition of the signals between the land lines and the cables gave very encouraging results. A large number of signals were sent from Montreal to Waterville, Ireland, and back to Montreal on June 7. The total transmission time, including seven repetitions on land line instruments and two repetitions on the specially designed cable repeaters ranged between $1^{\circ}00''$ and $1^{\circ}10''$, the average time being $1^{\circ}04''$. The Circuit included 1,720 miles of land lines and about 6,000 miles of cable. On June 21st signals were sent through the cable from Hazel Hill to Waterville and back with the two cable repeaters only in the circuit. The average transmission time was $0^{\circ}67''$ and it ranged between $0^{\circ}63''$ and $0^{\circ}70''$, as measured on the trace of the siphon recorder. It is expected that observations will be commenced about 15th April next and continued throughout the summer.

Sunspots.—The observations of sunspots by the projection method have been continued throughout the year. The results for the year ending 2nd May, 1891 are being published in the Transactions of the Royal Society of Canada. Owing to lack of assistance no work has been done with the photoheliograph during the year.

Soil Temperatures.—The observations described in last year's report have been continued, the *couples* remaining in the same position and at the same depths. I regret to say that this work cannot be continued beyond the present year, unless additional assistance in the observatory is provided for.

General.—Upwards of 1,000 applications for information have been received and answered throughout the year. The movement for an approved site for the observatory has not advanced materially beyond the stage in which it was reported to be one year ago.

Mr. E. H. Hamilton, B.A. Sc., who for many years has filled the office of assistant in the observatory, has resigned in order to take an important position in chemical engineering in New York. Mr. Robert Bickerdike, jr., B.A., Sc., has satisfactorily performed the duties of assistant since 1st July last.

Respectfully submitted.

C. H. McLEOD,
Superintendent.

MONTREAL, }
2nd February, 1892. }

METEOROLOGICAL ABSTRACT

OBSERVATIONS made at McGill College Observatory, Montreal, Canada.—Height

MONTH.	THERMOMETER.					* BAROMETER.				† Mean pressure of vapour.	‡ Mean relative humidity.	Mean dew point.
	Mean.	Deviation from 17 year means.	Maximum	Minimum	Mean daily range.	Mean.	Maximum	Minimum	Mean daily range.			
January	15.38	+ 3.38	38.5	−15.0	13.88	30.0308	30.719	28.874	.307	.0826	81.8	10.7
February	17.36	+ 1.77	45.2	−13.0	19.11	29.9984	30.725	29.225	.373	.0886	77.7	11.4
March	25.94	+ 1.95	49.0	− 2.1	14.18	30.1157	30.659	29.118	.243	.1098	72.1	18.0
April	42.19	+ 2.43	72.0	21.8	18.19	29.9198	30.538	29.441	.214	.1862	67.3	31.5
May	52.36	− 2.09	80.0	31.7	20.84	29.9845	30.312	29.608	.162	.2513	61.7	38.5
June	65.17	+ 0.67	90.0	40.4	19.98	29.9192	30.246	29.620	.114	.4052	63.6	51.6
July	66.33	− 2.50	86.8	45.6	17.00	29.9401	30.357	29.568	.131	.4564	70.9	55.9
August	66.65	− 0.30	90.2	50.6	17.40	29.9422	30.283	29.469	.140	.4750	73.0	57.0
September	62.29	+ 3.56	83.5	42.5	17.12	30.0870	30.473	29.732	.167	.4285	74.9	53.9
October	45.14	+ 0.08	80.1	24.0	13.45	30.0241	30.762	29.550	.218	.2416	76.6	37.9
November	35.10	+ 2.87	60.4	0.0	17.21	30.0406	30.620	29.013	.265	.1673	74.4	28.0
December	29.71	+10.75	52.5	− 4.0	14.11	30.0365	30.725	29.272	.303	.1387	78.4	23.5
Sums for 1891..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Means for 1891..	43.63	+ 1.88	.....	.....	16.87	30.0032	.....	.....	.220	.2523	72.7	34.8
Means for 17 years ending Dec. 31, 1891)	41.75	.....	.....	.....	.....	29.9781	.....	.....	.....	.2495	74.3	.....

* Barometer readings reduced to 32° Fah., and to sea level. †Inches of mercury. ‡Saturation, 100 that it has been lower than the average for 17 years, inclusive of 1891. The monthly means are derived and wind vane are on the summit of Mount Royal, 57 feet above the ground, and 810 feet above sea level.

The greatest heat was 90.0 on 16th June; greatest cold 15.0 below zero on January 17th; extreme 1st January; least range was 4.1 on 21st Aug. The warmest day was 13th July, when the mean tem- The highest barometer reading was 30.725 on 14th February and 31st December; the lowest was 28.874 and 7th June. The greatest mileage of wind recorded in one hour was 59 on 3rd March, and the greatest resultant direction of the wind for the year was S. 52° W., and the resultant mileage, 51,200. Auroras Lunar halos on 8 nights. Lunar coronas on 4 nights. Solar halos on 3 days, and on 6th December, city, on 27th March, and snow all gone on open ground on 10th April. The first snowfall of the autumn

NOTE.—The yearly means above are the average of the monthly means, except for the velocity of the

FOR THE YEAR 1891.

above sea level, 187 ft. Latitude N. 45° 30' 17". Longitude 4^h 54^m 18^s.55 W.

C. H. McLEOD, Superintendent.

WIND.		Sky clouded per cent.	Per cent. possible bright sunshine.	Inches of rain.	Number of days on which rain fell.	Inches of snow.	Number of days on which snow fell.	Inches of rain and snow melted.	Number of days on which rain and snow fell.	Number of days on which rain or snow fell.	MONTH.
Resultant direction.	Mean velocity in miles per hour.										
N. 43° W.	15·6	74·8	29·0	1·29	6	21·0	23	3·30	5	24	January.
S. 32° W.	17·3	66·8	38·7	1·62	8	18·7	15	3·14	5	18	February.
S. 87½° W.	15·6	54·6	54·7	2·65	9	16·3	8	3·92	2	15	March.
S. 72° W.	16·2	68·1	41·5	2·38	12	7·1	6	3·26	2	16	April.
S. 58½° W.	14·7	59·9	55·3	1·71	12	.....	1	1·71	1	12	May.
S. 72½° W.	15·0	58·6	58·4	1·75	8	.....	.....	1·75	.....	8	June.
S. 34½° W.	13·0	57·1	52·9	4·80	20	.....	.....	4·80	.....	20	July.
S. 44½° W.	10·8	53·0	58·4	3·70	14	.....	.....	3·70	.....	14	August.
S. 71° W.	11·6	44·0	62·7	1·03	14	.....	.....	1·03	.....	14	September.
S. 67° W.	13·0	60·0	41·9	2·38	13	1·5	3	2·53	2	14	October.
S. 24½° W.	16·3	72·0	35·9	2·71	13	3·5	7	3·06	3	17	November.
S. 40° W.	20·9	64·8	37·7	2·14	11	12·0	11	2·34	5	17	December.
S. 52° W.	14·99	61·1	47·3	28·16	140	80·1	74	35·54	25	189	Sums for 1891.
.....	.....	.....	.....	.....	.....	.....	.....	2·98	.....	16	Means for 1891.
.....	*15·27	61·4	\$46·2	28·13	134	122·0	83	39·97	16	201	{ Means for 17 years ending Dec. 31, 1891.

§ For 10 years only. * For 5 years only. ¶ “+” indicates that the temperature has been higher; “—” from readings taken every 4th hour, beginning with 3h. 0m., Eastern Standard time. The anemometer

range of temperature was therefore 105° 0. Greatest range of the thermometer in one day was 49·9 on perature was 77·22. The coldest day was 16th January, when the mean temperature was 6°·7 below zero. on 12th January, giving a range of 1·851 for the year. The lowest relative humidity was 25 on 13th May velocity in gusts was at the rate of 72 miles per hour. The total mileage of wind was 131,316. The were observed on 12 nights. Fogs on 26 days. Hoar-frost on 17 days. Thunder storms on 18 days. coloured halos of 22° and 46°, with contact arcs and parhelia. The sleighing of the winter closed, in the was on 11th October. The first sleighing of the winter was on 7th December.

wind.

APPENDIX "A."

THE QUEBEC OBSERVATORY.

QUEBEC, 27th November, 1891.

To the Director, Meteorological Service,
Toronto.

SIR,—I have to submit the following report of the Quebec Observatory, for the year ending the 31st October last:—

There has been no change in connection with the duties.

I had occasion during the year to draw your attention to the fact that the shipping interests of this harbour greatly feel the want of an advertisement notifying them of the Greenwich time at which the "ball" drops, and hope that, as at present arranged, this difficulty is overcome.

The harbour of Quebec is very differently arranged to-day to what it was at the time the "ball" service was instituted; at that time vessels, when not in the "stream," were entered for loading at the wharfs where, very generally, a view of the "Time Ball" could be got; to-day, since the construction of the Harbour Works, a large proportion of the vessels load at these works at the mouth of the St. Charles River, from where the "Time Ball" is not visible. I have casually discussed this matter with the Collector of Customs here, suggesting that the difficulty would be overcome by placing a "Time Ball" on the Custom House, if he could supply the labour necessary to the hoisting, etc., of the "ball." The matter was quite unofficially discussed between us. Considering the importance of the suggested extension of this service, I mention it here, so that if you think well of it, the necessary steps may be taken to carry it out.

I am, &c.,

W. A. ASHE, F.R.A.S.,
Director, Quebec Observatory.

APPENDIX "B."

THE OBSERVATORY,

ST. JOHN, N. B., 31st October, 1891.

CHARLES CARPMAEL, Esq., M.A., F.R.A.S.,
Director Meteorological Service of Canada.
Toronto.

SIR,—I have the honour of submitting the following report on this observatory under my charge since the death of the late director, 7th July 1891.

The chief station routine of meteorological observations have been carefully attended to, and copies of the records forwarded to Toronto.

The time service has also received my careful attention. Observations of stars with the transit instrument for the correction of clock errors and rates have been made at short intervals. Comparisons of the clocks are made before and after observing, also immediately before giving the daily time signal for the benefit of the shipping and others: this signal is given by dropping the time ball at 1 p.m. local time.

The City Council at a late meeting decided that it would not be advisable to adopt standard time of the 75th Meridian, which is the time used by the railways in this section.

Time exchanges with the Toronto Observatory indicate that the longitude used at this Observatory is in error, something about one second of time. I trust you will soon be able to arrange for an exact determination of our longitude.

Storm Signals have in all cases been promptly hoisted at the signal station by Mr. J. Drake, signal officer.

I have the honour to be, Sir,

Your obedient servant,
D. L. HUTCHINSON,
Acting Director.

APPENDIX No. 5.

REPORT OF THE CHAIRMAN OF THE BOARD OF STEAMBOAT
INSPECTION FOR THE YEAR ENDING THE 31st
DECEMBER, 1891.

CHAIRMAN'S OFFICE, OTTAWA, 31st December, 1891.

HON. CHARLES H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to submit herewith my annual report for the year ending the 31st December 1891.,

BOARD MEETINGS.

Sessions of the board were held at Toronto from the 26th December ult., to the 5th January, 1891, when rules were formulated for the inspection of water tube boilers for steamboats (which were approved by an Order in Council on the 14th day of May following) and for the examination of engineers. The members of the board were:—James Johnston, boiler inspector, Toronto; O. P. St. John, boiler inspector, Toronto; Thomas Harbottle, hull inspector, Toronto; W. J. Meneilley, chairman, Ottawa.

A quorum of the board met at Kingston on the 7th and 8th of January and inspected the steamer "Wherenow," in which a water tube boiler had been fitted, but could not be passed by the inspector, the board recommended additional stays to the boiler, which were afterwards made, and the boiler passed by the inspector. There were also several engineers examined by the board at Kingston.

Sessions of the board were held at Toronto from the 3rd to the 10th of March, for the examination of engineers and revision of rules for the inspection of steamboats, their boilers and machinery, and for the examination of engineers.

Inspector O. P. St. John retired from the service on the 16th of April. "Owing to the steady increase of the work in this division and the reduction of the staff here through the removal of the chairman to Ottawa, it is almost impossible for the Inspectors to meet the demands upon our time and attention."

I proceeded to Toronto 20th April, and on the 21st of April, with Inspectors Ed. Adams of Kingston, J. Johnson, and Thos. Harbottle of Toronto, forming the board, commenced the examination of Mr. John Dodds and Wm. Lee Waring, candidates for the office of steamboat inspector in the West Ontario and in the Maritime Provinces Divisions, respectively. The examination of Mr. Dodds was completed on the 27th April, passed, and of Mr. Waring on the 29th of April, failed; during this session of the board the members were (excepting the chairman) compelled to be absent inspecting steamboats, which somewhat delayed the examination of the candidates.

Mr. John Dodds commenced his duties as steamboat inspector on the 29th of April, the press of work respecting steamboats necessitated this course which was approved by Order in Council dated the 31st August; Mr. Dodds' salary being fixed at \$1,000 per year by Order in Council of the 26th of May, 1891.

The work being too much for the two inspectors at Toronto since the staff was decreased by the removal of the chairman to Ottawa, and making necessary the appointment of another inspector for Toronto and consequent increase of expenditure, the chairman, after the labours of the board were concluded, remained at

Toronto to direct and assist the Inspectors until the 1st of June, and during this interval held a session of the board to investigate the burning of the steamer "Lillie's" boiler, finding the engineer negligent and unskillful and in fault, recommending the suspension of his certificate for three months.

The Board met on the 12th, 16th and 30th of May to complete business left over on account of inspections of steamboats having to be attended to, the resident members and chairman forming a quorum.

The final session of the Board from the 29th of June to the 7th of July, was for the re-examination of Mr. Wm. Lee Waring, and the examination of Mr. John Doran, candidates for the office of steamboat inspector, Mr. Waring for the Maritime Provinces Division, and Mr. Doran for the West Ontario, at Toronto. Mr. Waring passed, and was appointed to the office by Order in Council dated 31st August, 1891, at \$1,000 per year. Mr. Doran could not attend when the steamboat on which he was engaged was running, nor get an engineer to take his place, he applied to the Department for a postponement of his examination until his steamboat was laid up in the fall, this was granted by the Department, and his examination arranged for the 15th of December, which was again unavoidably postponed indefinitely.

The proceedings of the Board during the year were fully reported to the Department when occurring.

INCREASE OF SALARIES.

By Order in Council dated the 25th August, 1891, (and on the recommendation of the Honourable the Minister of Marine and Fisheries, who had under consideration the salaries paid to steamboat inspectors in Canada as compared with salaries paid in Great Britain and the United States), the salary of the chairman was increased from \$1,600 to \$1,700 per year, and the salaries of Inspectors, C. R. Coker and Thomas Donnelly from \$1,200 and \$800 to \$1,300 and \$850 respectively.

AMENDMENTS TO THE STEAMBOAT INSPECTION ACT.

An amendment to the act was passed at the last session of Parliament giving authority to the chairman to approve of examinations of engineers made by inspectors when the Board of steamboat inspection was not sitting, this provision has been acted on, and will in future lessen the expense attendant on engineers' examinations heretofore required to be before the Board, especially as there is no longer, since the removal of the chairman to Ottawa, a quorum of the Board stationed at Toronto.

The amended Act also defines a "passenger to mean any person carried on a steamboat, other than the master and crew and the owner, his family and servants." This is a very important and much needed amendment, the other provisions in the amendment will no doubt be found in the interest of the public service.

CASUALTIES.

West Ontario and Huron Division.

The SS. "Ocean" $\frac{284}{154}$ tons stranded 2nd July on Lake Ontario shore, 12 miles east of Toronto during a fog, she was floated, and towed to Port Dalhousie where repairs were made costing \$1,800.

The SS. "W. M. Alderson" $\frac{121}{98}$ tons was burned at Port Dover 4th of August, a total loss.

The SS. "Athabasca" $\frac{2269}{1547}$ tons collided with the S.S. Pontiac 15th July on the Sault Ste. Marie river, the Pontiac was sunk with 2,500 tons of iron ore. The Athabasca was badly damaged, but proceeded on her trip to Fort William, and after discharging her cargo returned to Detroit where she received repairs amounting to \$20,000.

The SS. "Lothair" $\frac{413}{281}$ tons waterlogged on Georgian Bay August 21st, loaded with lumber, lost her deck beam, and all her houses on deck, was towed into Windsor, and received repairs amounting to \$1,900.

The SS. "Interocean" $\frac{148}{98}$ tons was burned at Wallaceburg August 23rd: her upper works were completely destroyed.

The Tug "R. S. King" $\frac{58}{40}$ tons was partially destroyed by fire at Tobermory, September 17th, and is being rebuilt at Owen Sound.

The fishing steamer "Othello," $\frac{8}{5}$ tons, while lying at Sault Ste. Marie, Michigan, U.S.A., was run into by the steam barge "Alta" on the 28th of September, a total loss.

The SS. "Sovereign," $\frac{613}{387}$ tons, foundered on Lake Superior October 23rd; she was loaded with wheat; vessel and cargo a total loss; the crew escaped in her boats and were picked up by the schooner "Sligo."

The tug "Arbutus," $\frac{49}{34}$ tons, partially destroyed by fire at Wallaceburg, December 2nd. Loss, \$2,000.

The steamer "Energy," $\frac{116}{70}$ tons, partially destroyed by fire at Wallaceburg 26th December. Loss about \$2,000.

East Ontario Division.

May 7th.—Tug "Eleanor" left Oswego, N. Y. State, for Kingston, Ontario, at 10 a.m., having two barges in tow. About 2 p.m., it was found she was making water, which, gaining on the pumps and syphon, extinguished the fires in the boiler about 3 p.m. The schooner "Eliza Fisher" took them in tow, and when about five miles north of Main Duck Island, the tug sank, proving a total loss. The crew were taken to Kingston on the barges in tow of the schooner.

May 13th.—Propeller "Glengarry," on her voyage from Fort William to Kingston, broke the crank pin of her engine, going into Detour, Michigan, U.S.A. She was towed from there to Detroit, Mich., where a new crank pin was fitted.

September 11th.—Tug "H. F. Bronson," when opposite Alexandria Bay, River St. Lawrence, broke the crank pin of port engine and proceeded to Kingston with the starboard engine and had a new crank pin fitted.

October 7th.—Steamer "Ella Ross," when approaching the wharf at Rossmore, Bay of Quinte, broke her air pump lever.

November 15th.—Tug "Eliza Bonar," was partially destroyed by fire while lying at the wharf at Belleville. Loss about \$1,800; origin of fire unknown.

Montreal Division.

The tug "Kate" was sunk at her wharf; cause unknown.

The screw passenger steamer "Eva" was destroyed by fire at her wharf at Buckingham.

The screw tug "Resolute" was destroyed by fire while lying at her wharf at Ottawa.

Quebec Division.

The steamer "Dagmar," of the Ottawa River Navigation Co., was burned at her winter quarters at Como.

The steamer "Canada," of the Richelieu and Ontario Navigation Co., broke her piston, on the 5th of May, while on the trip to Montreal.

The steamer "Berthier," on her trip down from Three Rivers, broke the strap of her crank pin, also her piston and cylinder, on 14th July.

The steamer "Montreal," of the R. & O. Nav. Co., broke her high pressure cylinder, when leaving Montreal, on the 13th August.

The SS. "Cacouna," of the Black Diamond Line, entering the Louise Basin, Quebec, on the 25th August, struck a pier and stove in a plate on her starboard bow.

The steamer "Laprairie," of the R. & O. Nav. Co., on the 6th October, coming down the rapids from Laprairie, in a fog, struck the rocks and stove in two planks; she was put into dock and repaired.

On the 8th October the steamer "St. Louis" broke her crank pin and cylinder, on her way down to Quebec.

Maritime Provinces Division.

November 12th.—The passenger steamer "Heather Belle" was run into and sunk at the mouth of the harbour of Charlottetown, P.E.I., by the SS. "Fastnet," the latter vessel being slightly injured.

December 5th.—The passenger steamer "Acadia," of St. John, N.B., was destroyed by fire at St. John.

December 11th.—The passenger steamer "Neptune," while passing through the railway bridge at Grand Narrows, C.B., ran into one of the piers, carrying away her port paddle box, her crank, and twisting the crank shaft. She is laid up for the winter.

Manitoba, Keewatin and N.W.T. Division.

August 6th.—The tug "Glendevon" was burned to the water's edge while lying at her dock at one of the Manitoba Fish Company's stations, on the Little Saskatchewan River; the vessel a total loss, and with the loss of one life, the fireman, Charles Mathews, after getting safely ashore went aboard again to save some valuables, and was overpowered by the flames and smoke and lost his life.

British Columbia Division.

December 26th, 1890.—The SS. "Emma" struck a sunken scow when leaving Victoria harbour and sunk. She was raised two days afterwards and repaired.

February 10th, 1891.—The SS. "Pilot" when off Cape Flattery, with the bark "India" in tow, lost one of her propeller blades, which carried away her shoe supporting the rudder. She had to let the bark go and return to Victoria for repairs.

March 7th.—The SS. "Hope" came to anchor at the N.E. end of Ballinac Island with a tow of logs. The wind shifted and drove her ashore, staving in her side and bilge planks. She was hauled out at Victoria and repaired.

March 14th.—The SS. "Nellie," lying at anchor at Howe Sound, with no one aboard, in a gale, dragged her anchor and filled and sunk in deep water, a total loss.

May 20th.—The SS. "Marion," moored at Golden, broke away at night and was carried down rapids in the Columbia River and broken up; a total loss.

September 11th.—The SS. "Lois" struck on Portland Island in a fog, destroyed her outside condenser, and damaged the stem and keel, was repaired at Victoria.

September 23rd.—The SS. "Alpha" caught fire off False Creek, was beached, broke up and became a wreck.

October 11th.—The SS. "Emma," bound to Nanaimo with two scows in tow from Victoria, struck on Mowatt reef, on the inside passage of Trial Island, in a fog, slipped off the reef and sank in deep water; total loss.

Tables A, B, C, D are appended, showing the number of steamboats subject to inspection in the Dominion with their gross tons.

The amount of dues and fees collected.

The increase or decrease as compared with the year 1890.

The number of steamers added to the Dominion, and to each division.

I have the honour to be, Sir,

Your most obedient servant,

W. J. MENEILLEY,

Chairman Board of Steamboat Inspection.

A.—NUMBER of Steam Vessels inspected and known to the Inspectors, in the Dominion and their gross tonnage, during the Year ending 31st December, 1891.

Divisions.	Number of Steamers.	Gross Tonnage.
West Ontario, Huron and Superior.....	364	70,905·00
Kingston.....	140	17,686·22
Montreal.....	153	22,337·00
Quebec.....	141	39,049·50
Maritime Provinces.....	201	35,499·05
Manitoba, Keewatin and North-West Territories.....	34	5,056·23
British Columbia.....	129	18,244·74
Totals.....	1,162	208,777·74

B.—DUES and Fees collected on account of Steamboat Inspection, during the Year ending 31st December, 1891.

Divisions.	Amount.
	\$ cts.
West Ontario, Huron and Superior.....	7,231 03
Kingston.....	2,115 33
Montreal.....	2,408 04
Quebec.....	3,799 88
Maritime Provinces.....	3,632 06
Manitoba, Keewatin and North-West Territories.....	368 28
British Columbia.....	2,003 54
Total.....	21,558 16

C.—NUMBER of Steam Vessels with their gross tonnage, and amount of Tonnage Dues and Inspection Fees collected during the Years 1890 and 1891, showing the increase in 1891.

Year.	Number of Steamers.	Gross Tonnage.	Inspection Dues and Fees.
			\$ cts.
1890.....	1,103	195,418·89	19,716 94
1891.....	1,162	208,777·74	21,558 16
Increase.....	59	13,358·85	1,841 22

D.—STEAM Vessels added to the Dominion during the Year ending 31st
December, 1891.

Division.	Number of Vessels.	Gross Tons.	Registered Tons.
West Ontario, Huron and Superior.....	12	2,050·00	715·00
Kingston.....	6	485·88	325·48
Montreal.....	4	235·00	121·00
Quebec.....	3	1,895·00	1,255·00
Maritime Provinces.....	22	3,945·11	1,982·92
Manitoba, Keewatin and North-West Territories.....	3	383·54	260·31
British Columbia.....	32	2,927·41	1,864·41
Total	82	11,921·94	6,524·12

APPENDIX No. 6

HALIFAX, 5th November, 1891.

SIR,—I have the honour to submit the annual report of the proceedings of the Board of Examiners of Masters and Mates from the 31st October 1890 to the 31st October 1891.

The Board met for examination of candidates at the port of Halifax 11 times, St. John 12 times, Yarmouth 8 times and Quebec 3 times.

There were in all 34 examinations at the four ports. At Halifax there were 22 applications for masters certificates, foreign-going and 1 coasting; 21 received certificates and 2 failed; 30 applications for mates certificates; 22 received certificates and 8 failed.

At St. John there were 27 applications for masters certificates; 20 were successful and 7 failed; 28 applications for mates certificates; 14 mates received Certificates and 14 failed.

At Yarmouth there were 10 applications for masters certificates, foreign-going and 1 for coasting; 7 masters received certificates and 4 failed; 10 applications for mates certificates, foreign-going and 2 coasting; 6 received certificates and 6 failed.

At Quebec there were 2 applications for masters certificates and 4 for mates; 2 masters and 2 mates were granted certificates.

It will therefore be seen that during the year there were 63 applications for master's certificates of competency and 74 for mates.

50 masters were granted certificates and 13 failed; 46 mates were granted certificates and 28 failed.

There were also 18 service certificates issued for masters and 3 for mates, 13 renewal certificates and one mate's certificate of competency, foreign-going, was granted to a master whose certificate was suspended by the Board of Trade.

The total number of certificate issued by the Department, including competency, service and renewal, was 130 and fees to the amount of nine hundred and four dollars and fifty cents (\$904.50) were collected at the four ports.

This does not however include Coasting and inland certificates granted by the Department after an examination at any other ports, but those above mentioned.

I have the honour to be, Sir,

Your obedient servant,

W. H. SMITH,

Chairman.

The Deputy Minister of Marine,
Ottawa.

RESULTS of the different Examinations.

PORT.	TIME.	APPLICATIONS.		PASSED.		FAILED.		Fees.
	Months	Masters	Mates.	Masters	Mates.	Masters	Mates.	
								\$ cts.
Halifax	November	1	1	1	1			15 00
St. John	do	1	3	1			3	25 00
Quebec	December	1		1				10 00
St. John	do		4		3		1	5 00
Halifax	do	1	3	1	3			15 00
Yarmouth	do	1F* 1C+	1	1F* 1C+	1			18 00
Halifax	January	1	4	1	1		3	30 00
St. John	do	2	1			2	1	15 00
Yarmouth	do	1	2	1			2	20 00
Halifax	February	2	6	2	3		3	30 00
St. John	do	5	4	5	3		1	55 00
Yarmouth	do		3F* 2C+		2F* 2C+		1F*	13 00
Halifax	March	4	2	4	1		1	50 00
St. John	do	2	1	2	1			25 00
Quebec	April	1	3	1	3			25 00
Halifax	do	1C+	3	1C+	3			18 00
St. John	do	3	2	3	2			30 00
do	May	1	2	1	2			20 00
Yarmouth	do	1	1			1	1	15 00
Halifax	June	2	1	2	1			25 00
Quebec	do		1		1			5 00
St. John	do	1	1			1	1	15 00
Yarmouth	do	2	1	2			1	10 00
Halifax	July	2	2	2	2			30 00
St. John	do	2	2	2	2			15 00
do	August	1				1		10 00
Halifax	do	2	4	2	3		1	40 00
Yarmouth	do	2				2		20 00
Halifax	September	5	3	4	3	1		60 00
St. John	do	5	3	2	3	3	3	55 00
Yarmouth	do	3		2		1		10 00
St. John	October	4	5	4	1		4	15 00
Halifax	do	2	1	1	1	1		15 00
Yarmouth	do		2		1		1	10 00
Total		63	74	50	46	13	28	769 00

*Foreign. +Coasting.

CERTIFICATES of Service Granted.

COASTING.			INLAND.		
Master.	Mate.	Fees.	Master.	Mate.	Fees.
		\$ cts.			\$ cts.
16		64 00	2		8 00
	3	6 00			
16	3	70 00	2		8 00

RENEWALS Issued.

COMPETENCY.			SERVICE.		
Master.	Mate.	Fees.	Master.	Mate.	Fees.
		\$ cts.			\$ cts.
9	45 00	2	.....	5 00
.....	2	2 50
9	45 00	2	2	7 50

A mate's certificate, foreign-going, was granted to a master whose certificate was suspended by the Board of Trade and the Fee of \$5 charged for the same.

W. H. SMITH,
Chairman.

APPENDIX No. 7.

REPORT ON GEORGIAN BAY SURVEY FOR THE SEASON OF 1891.

OTTAWA, 10th November, 1891.

Sir.—I have the honour to inform you that I sailed from Owen Sound on the 4th of May last, to continue the survey of the north-east coast of Georgian Bay, between the McCoy Islands and Moose Point, including the various channels leading to Parry Sound.

The coast line having been done in 1890, the work during the past summer consisted entirely in sounding; the shallow water being done in two open boats, while the deeper water was done from the vessel. The number of nautical miles sounded in the two boats was 1320, while the vessel did 860.

This section is the most broken up portion of the whole north-east coast of Georgian Bay, there being upwards of 4,000 islands and dry rocks on the coast surveyed last season. Numerous sunken rocks were found, several lying at a considerable distance off the outer islands, and in the track of general navigation.

Many of the dangers of this Laurentian shore, rise abruptly from the bottom, necessitating very close sounding to make sure of not missing them.

There are four channels leading to Parry Sound, the deepest and most direct approach from the westward being that close south of Red Rock lighthouse.

In this channel not less than 20 feet of water may be carried to the town of Parry Sound. Steamers of 10 feet draught, and not over 120 feet in length, can take the inside passage by Point au Baril, if approaching from the northward.

Steamers from the southward may use the channel by Lone Rock, known as the Waubuno or Burritt's channel, in which will be found a depth of not less than 15 feet.

The light draught mail steamer from Midland and Penetanguishene, uses the passage south eastward of Parry Island, known as the South Channel.

With the usual characteristics of North Shore water, there are many dangers in all these passages, and additional aids to navigation are required before Parry Sound can be safely navigated by vessels of large draught. A glance at the general map of North America will show that Parry Sound stands near the shortest line that can be drawn from the western grain districts to Montreal, and this feature was kept in view during the survey, in case it should ever become a trans-continental port.

The shores in the vicinity of the town are suitable for the erection of wharves sufficient to accommodate a large fleet of heavy draught vessels.

The only lighthouse at present in the approach to Parry Sound, is that on Red Rock, the southernmost islet of the string called on the old chart the "Indian islands." This light is very valuable, not merely as a local light, but for general coastal purposes also. But to render the Sound navigable at night, there would be required in addition to this light, five other lights to serve as ranges.

The sites of the centres of these proposed lighthouses, are marked by lead run into holes drilled into the rocks, close by which are broad arrows. Small beacons are erected over these marks.

One important result of the survey of this locality, has been the determination of the positions of several overlying shoals dangerous to vessels of large draught.

A systematic sounding off this shore, shows that the dangers of which I had heard various rumours, are neither so shallow or numerous as was supposed, the reason for which is that masters of vessels have given different positions to the same rock.

The captain of a vessel on a route new to him, sees shallow water, guesses the depth over it, and assigns it a position according to the best of his ability on the old small scale-chart. Another man sees the same rock, makes a different estimate of the depth and position, and so in some instances, the same shoal is located in half a dozen different places.

On a shore like the north-east coast of Georgian Bay this uncertainty will endure until cleared up by a detailed hydrographical survey.

The weather was not as favourable for my work as that of 1890, for though there were not many violent gales, still there was a great deal of wind in the aggregate, and blowing nearly always upon the shore.

The persistency of these on-shore winds, will be best understood from the fact, that for a whole month I could not get a favourable opportunity, to make an examination of some shoal spots, for which half a day would have sufficed.

There was not one hour's calm in the daytime after the middle of September, but anticipating this from past experience, work was reserved in sheltered localities, so that there was seldom a day in which something could not be done.

The absence of the usual summer rise of the water, was an unusual phenomenon, and whatever was the cause, was attended with serious consequences to shipping, nor merely in the vicinity of my work but in the shallow channels of the lakes generally. I think myself that the low water which has existed for the past four years, culminating in the low dip of the past summer, is only temporary. From records kept by the Public Works Department of Canada at Little Current Algoma, and at Milwaukee by United States engineers, it would appear that the water was, between 1881 and 1887, as much above the average level as it is now below it. I think therefore, that during the next few years the water will be up again.

However, as long as we have to rely only upon the fickle memory of the oldest inhabitant there will always be an element of uncertainty as to whether the waters of the lakes are subject to temporary fluctuations, or are steadily lowering their level. In addition to its scientific interest, a knowledge of the movement of the waters of the great lakes, with a view to future commerce may be of great economic importance in the deepening of harbours, and construction of canals.

I would therefore respectfully suggest that datum Stones be erected, say at Collingwood, Sarnia, Port Colborne and Kingston, similar to that placed at my suggestion in the interest of the survey, by the Department of Public Works, at Little Current, Manitoulin Island. That your agents at the ports mentioned, be instructed to note the height of the water at least once a day during the season of navigation.

At the request of the ship owners of Parry Sound, I laid out certain lines by which vessels can test their compasses, when the necessary beacons are erected.

I returned to Owen Sound on the 23rd of October, and before laying the vessel up, spent a couple of days in the placing of a set of beacons for testing error of compass, on the shores of the broader part of Owen Sound.

These beacons were furnished by the municipality of the town of Owen Sound.

The officers in connection with the survey have again shewn their usual zeal, and among the crew there was no single instance of disobedience or insobriety.

I left Owen Sound on the 27th of October, stopping at Toronto to place the Chronometers at the observatory, and on the morning of the 29th arrived in Ottawa.

In accordance with your instructions to make an examination of Burrard Inlet, British Columbia, Mr. Stewart left Ottawa on the 2nd of April for that purpose, calling at Owen Sound for instruments and a couple of practised men. In view of its rising importance and date of its last survey, I instructed Mr. Stewart to make a complete re-survey of Burrard Inlet on two inches to the nautical mile, and the harbour of Vancouver on double that scale.

I append Mr. Stewart's Report with which I am perfectly satisfied. The time of my assistants and myself will be fully occupied this winter, in making copies of both surveys for the engraver and revising the "Georgian Bay Pilot."

I have the honour to be, Sir,

Your most obedient servant,

J. G. BOULTON,

Staff Commander, R. N., and Admiralty Surveyor.

BURRARD INLET RE-SURVEY.

KINGSTON, 18th, October 1891.

SIR,—I have the honour to report that according to your instructions I proceeded to Vancouver, B. C. to undertake a re-survey of Burrard Inlet. Upon my arrival there on 21st April I took over a whale-boat loaned by the naval authorities at Esquimalt and erected a tide gauge on the west end of the Canadian Pacific Railway wharf. From 21st April to 2nd July day and night observations were continued for high and low water and a datum found therefrom to which all the soundings were afterwards reduced. This datum is one foot above the zero of the gauge and 13.02 feet below the top of a broad arrow cut in the south west iron pile of the Canadian Pacific Railway wharf. This datum is also the same as the Railway Company Engineers have used for their improvements around the wharves.

From 25th April to 1st July my time was fully occupied in traversing the shore of the Inlet from Point Grey to Port Moody taking in False Creek and part of the North Arm. After the latter date, I started sounding and completed the re-survey on 25th September, when I had the boat repainted and handed her over to the Harbour Master who was to see her placed on board the "Sir James Douglas" to be taken to Esquimalt.

Twice during the season I had simultaneous comparisons of the Tides taken at Point Atkinson, Vancouver and Port Moody, and ascertained there was quite a difference of time for high water and low water at the two first places but not much at the two last places. The differences however are uncertain as might be expected when one knows the irregularity of the tides on all that coast.

I took observations for magnetic variation of the Compass needle at Point Atkinson, Jerico in English Bay, Port Moody, and at Seymour Creek opposite the village of Hastings.

During some stages of the tide I found the current very strong all over the Inlet, often too much for boat work even in a large bay like English Bay, where its direction was very uncertain.

During the season I traversed principally on foot, 75 nautical miles of shore line and sounded 450 miles.

I have the honour to be, Sir,

Your most obedient servant,

WM. J. STEWART.

CAPT. BOULTON, R. N.,

Georgian Bay Survey.

APPENDIX No. 8

REPORT OF SIGNAL SERVICE.

QUEBEC, 16th December, 1891.

To the Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour to submit the following report as to the service for the season of 1891.

As in preceding seasons the reports have been sent to the Department from the lower part of the River and Gulf of St. Lawrence recording the weather, wind, condition and movement of the ice during the winter months, furthermore the reporting of vessels inward and outward as reported by the agents of the Department.

The last reports of ice from the inside of the Gulf including Meat Cove, West part of Cape Breton and St. Paul's Island, were sent on May 6th.

From the entrance to the gulf the last reports of ice were sent on May 11th, from Meat Cove and St. Paul's Island, and from outside the gulf, Low Point, on the 15th May reported, hazy weather, west wind, close packed ice in shore moving south-east.

The latter report shows that the ice remained fifteen days later than in the season of 1890.

From the 1st to the 20th of April as during the preceding winter months three reports per week were secured and forwarded to the Boards of Trade, Montreal, St. John, N.B., and Quebec, and to the Chamber of Commerce at Halifax, N.S., also to the press of Montreal and Quebec; to agents of steamship lines; to the pilots of the St. Lawrence; to the Immigration Agent and custom House and Agent of the Department of Marine, Quebec; also to Messrs H. Fry & Co., Lloyds Agent.

From the 20th April two reports were received and forwarded as above. As instructed by letter of May 29th, 1890, full information as to the weather, wind condition and movement of the ice was sent to Point Esquimaux in the month of March for the guidance of the sealing schooners.

As in the past two seasons owing to north and north-west winds St. Pierre Miquelon reported no ice seen off that station during the months of April and May.

During the season of navigation up to the close of same, reports were sent to the news room at North Sydney.

As in the preceding season heavy open and close packed ice was reported from the north shore, Bay des Chaleurs, Anticosti, Magdalen Islands, Meat Cove, Cape Ray and St. Paul's Island during the greater part of the season particularly the latter, owing to the north and north-west winds the ice was driven out of the gulf and incoming vessels meet with no ice with the exception of vessels coming from the south-east of St. Paul's Island.

Incoming vessels met no ice until within the vicinity of the Bird Rocks. The extreme limit of the ice field being but forty miles north of the Bird Rocks.

Full information was supplied from the Bureau here to the agents at Anticosti, Magdalen Islands, Meat Cove, St. Paul's Island, Cape Ray and to, Low Point, C.B., when Sydney Harbour was open, as to the weather, wind and movement and condition of the ice in the River and Gulf of St. Lawrence up to Montreal, for the guidance of any vessel calling for information.

Sydney Harbour remained open until the 3rd of February—ten days later than last season. The harbour was again open on the 15th April, four days earlier than in 1890.

The harbour of Pleasant Bay, Magdalen Islands, was open on the 9th April, seven days later than last season. Six schooners cleared for the sealing grounds on this date; met with heavy open ice outside.

No information was received as to when the Gut of Canso was open, but on the 26th April the Gut was reported full of ice, and a number of vessels waiting for a passage.

Owing to heavy close packed ice Esquimaux Point Harbor, north shore, remained closed until the 2nd April, when the sealing fleet succeeded in getting out, making sail for the sealing grounds. Most of them proceeded towards the Bird Rocks and St. Paul's Island. They met with poor fares some returning empty, others with 50, and the best fare 300 seals.

The following comprised the fleet with the number of men :—

	Men.
Stella Maris.....	12
Amelia	12
Marie du Sacré Cœur.....	12
Eugenie	12
Gleaner.....	12
Java	10
Labrador	10
Pioneer.....	10
D. Cronan	10
Marie Anne.....	10
C. M. G. P	10
Ste. Marie.....	10
Elizabeth	10
Phoenix.....	8
Acara	8
St. Joseph	6
16 vessels	162

As in the preceding season the shore catch of seals at the Magdalen Islands was good. April 3rd 300 young seals were killed. April 4th 1,400 young harpies and on the 31st of March 300 more, making a total of 2,000. No report was received as to the catch made by the schooners.

January.

Very little ice made in the River St. Lawrence until the month of January. None in the Gulf until the 1st of this month, when reports from Anticosti, Magdalen Islands, Meat Cove, St. Paul's and Cape Ray reported ice making fast, and the river stations reported heavy close packed ice everywhere. Thermometer 22° below zero. No ice on the North Shore nor on the eastern coast of Cape Breton. During the second week ice appeared in the Bay des Chaleurs, and on the 31st a heavy snowstorm with east wind prevailed on the east coast of Cape Breton.

All stations in the river and gulf reported a heavy snowfall, with north to north-west winds.

February.

North to north-west winds, with snow, prevailed during the first part of the month. The latter part being comparatively mild with south to south-east winds. All stations with the exception of Cape Ray reported heavy close packed ice as far as could be seen.

March.

As reported last year, this month again opened with mild weather, very little snow fell, local rain showers. Thermometer on north shore averaged 34° and on the south shore 42°.

11th inst.—Manicouagan reported field ice close packed, covered with ice. Cape Ray and St. Pauls reported no ice.

28th inst.—The steam schooner *Diver* and two schooners came out of winter quarters.

31st inst.—The steam schooner "*Diver*, Capt. Fournier chartered by the Customs" Department left port bound for St. Charles Island off Esquimaux Point, in search of the smuggling schooner "*Busy*," Capt. Bouchard, of Coudres Island. By request of the Customs Department the movements of this schooner were not reported. The month closed with north to north-east winds.

St. Paul's Island and Cape Ray reported no ice but all other stations reported heavy close packed ice everywhere.

31st.—Cape Ray, reported a steamer outwards for St. John, Newfoundland, fully loaded with seals. No ice in sight.

All harbours on the north shore, closed with heavy close packed ice.

The schooner "*Marteau*" arrived in Quebec on the 30th instant from Tadoussac loaded with firewood. This is one of the earliest arrivals on record.

April.

South to south-east winds prevailed in the upper part of the River and Gulf, and strong north-east wind in the lower part; heavy close packed ice in the Bay des Chaleurs, the Cape Breton coast and Magdalen Islands, and none in the upper part of the Gulf up to Father Point. This latter place as well as Tadoussac at the entrance to the Saguenay River was accessible to vessels during the greater part of the winter.

April 3rd.—Cape Ray reported a sealing steamer heavily loaded, bound outwards at 6 a.m.

April 6th.—Fox Bay. Anticosti, reported two schooners off there seal hunting.

April 9th.—Heath Point reported five schooners, distant in the ice, to the eastwards.

April 10.—Five more schooners left the Magdalen Islands; heavy open ice was reported opposite parts of these islands.

April 10.—Cape Ray reports that the gulf sealing fleet have not been successful, west-north-west winds kept the ice too far out.

April 11.—The Cape Rouge ice moved down, leaving a space of about $\frac{1}{2}$ mile of open water; jammed again; still firm.

April 12.—Meat Cove, C.B., strong south-east winds; inwards, 1 brig.

April 12.—Sealing steamer, loaded, passed outwards off Cape Ray.

April 15.—Father Point, to Anticosti and Cape Ray, strong east wind; no ice visible. Magdalen Islands, Meat Cove, St. Paul's Island, heavy close-packed ice everywhere.

April 15.—First report from St. Pierre, Miquelon—Clear; cold; strong north-west wind; no ice.

April 23.—The Cape Rouge ice broke away this day.

Navigation Open.

April 1.—Schooner "*Salmon Queen*" arrived up from Murray Bay, and left again on the 3rd instant.

April 2.—The schooner "*Maria Stella*," with general cargo, left for Malbaie.

April 10.—The S.S. "*Alert*" came out of winter quarters and moored at the Queen's wharf.

April 18.—The Manicouagan lightship left for station and arrived off the shoals at daylight of the 22nd instant.

First departure of steamers from Great Britain bound for Quebec and Montreal.

April 15.—S.S. "Grecian," from London.
 " 16 " "Peruvian," from Glasgow.
 " 16 " "Sardinian," from Liverpool.
 " 17 " "Lake Superior," from Liverpool.
 " 17 " "Toronto," " "
 " 17 " "Alcides," from Glasgow.

First Steamer Reported.

April 23.—St. Paul's Island—Clear; north-west wind; no ice; inwards, 8 a.m., S.S. "Charrington."

First Arrivals of Transatlantic Steamers.

April 26.—The SS. "Charrington," from Messina, 3rd April, for Montreal, reported off St. Paul's Island on the 23rd instant, 8 a.m., arrived in port at 9 a.m. this date. The captain reports fell in with ice 30 miles S.E. of St. Paul's; passed that station and saw a large field of ice at 10 a.m.; steered N.E. 40 miles, thence for East Point of Anticosti; saw very little ice, and none from Anticosti to Quebec.

April 27.—The SS. "Sardinian" from Liverpool, 16th April, arrived in port, 6:30 a.m. on the 27th inst., reports, came up with the ice on the 25th inst., 30 miles below Bird Rocks and got clear of it 20 miles to the westward, saw a large number of seals on the ice. Met no ice from there to Québec.

April 28.—The SS. "Alcides" from Glasgow, 17th April, arrived in port, at 7:30 a.m. 28th instant, reports a detention of two hours off the Bird Rocks caused by field ice.

April 29.—The SS. "Lake Superior" from Liverpool, 17th April, arrived in port, at 7:45 a.m. on the 29th instant. Reports that on the 26th instant, during fresh gale from the North-East, with heavy snow, came up with field ice about 40 miles east of Bird Rocks, could not find a passage through. On the 27th, clear weather, steamed about 20 miles north-east and got round the north side of it. Clear passage thence to Quebec.

April 29.—The SS. "Toronto" from Liverpool, 17th April, arrived in port at 8:20 a.m. on the 29th inst., reports had fog from the Banks to the Bird Rocks, where heavy close packed field ice was met with. Was in the ice from 1 o'clock Sunday afternoon 26th inst., until 7 a.m. Monday, thus detained 19 hours. No ice thence to Quebec. Saw several vessels in the ice catching seals, which seemed plentiful.

April 28.—Cape Ray reports the arrival there of the Schooner "Magpie" with 900 seals.

April 30.—Cape Ray reports. Raining, gale east wind, inwards bark.

April 30.—Amherst Island, Magdalen Islands reports heavy open ice 8 miles wide off that place. SS. "St. Olof" with mails, passengers and cargo from Pictou, N.S., is on the out side of it.

May 2nd.—The SS. "Vancouver," from Liverpool, 23rd April, arrived in Port at 9:30 a.m. reports met no field ice in or outside the Gulf.

May 4th.—Low Point reports the entrance to Sydney Harbour blocked with ice. East wind light close packed ice moving east south east. The steamers "Bonavista" and "Thames" jammed in it fast: got clear of the pack, on the 6th instant.

First Outward Transatlantic Steamer.

May 6.—The SS. "Alcides", Capt. Rolls, left port this day bound for Glasgow.

First Sailing Vessel in Port.

May 7.—The Bark "Nelson," Capt. Sheen, from Barbadoes, 15th April, arrived this day.

Last season the first transatlantic steamer arrived on the 26th April. Same date as the first of this season. The first sailing vessel arrived this season as already stated on the 7th May, and last season the first arrived on the 8th May.

Last Steamer Inwards.

The SS. "Greetlands," from Sydney, with coals, arrived upon the 21st November.

Last Transatlantic Steamer Outwards.

The SS. "Lake Winnipeg," with general cargo and passengers, left this Port at day light, 24th November, bound for Liverpool.

The American Steam Yacht, left Quebec, 29th November, bound for Halifax and Boston.

The Steam Schooner "Anna McGee," Capt. J. Caouette, left this Port, 5th December, at 1 p.m., bound for Ellis Bay, Anticosti, to rescue the crew of the Norwegian barque, "Anna," wrecked forty-one miles below that place on the 23rd November. Though unable to go ashore from the schooner, they were successful in getting the crew, consisting of the captain, two mates and eight men, on board, and arrived up on Monday, 14th instant, at 3 p.m.

American tug "Pentagaet" left this port 7th December, but returned in a leaking condition.

Last Sailing Vessel Outwards.

The ship "America," bound for Greenock, left this port on the 22nd November.

Straits of Belle Isle.

The first steamer to pass through was the SS. "Cremore," from Hamburg—passed on Tuesday, 30th June. Reports no field ice; some bergs at the entrance to the Straits; some on the Labrador coast, but none on the Newfoundland coast.

The SS. "Escalona," from the Tyne, 13th June, arrived here on the 30th instant. Reports was within seventeen miles of Belle Isle, and found Straits full of heavy field ice; could not find a passage; came round by Cape Race.

The SS. "Toronto" from Liverpool, 26th June, passed through the Straits. Reports met numerous bergs and heavy Arctic field ice in Straits up to Point Amour, where ice was close packed.

Fox Bay, Anticosti, 27th June.—The Schooner "Surprise" arrived from the Labrador Coast and Belle Isle. The Captain reports ice very heavy, extending all along the west coast and in the Straits of Belle Isle. The grippe was very prevalent on the coast of Labrador and people had already died from it.

Respectfully submitted,

H. J. McHUGH,

Inspector Signal Service.

APPENDIX A.

REPORT ON ICE, ETC., IN THE STRAITS OF BELLE ISLE AS NOTED BY THE AGENT AT CAPE BAULD, NEWFOUNDLAND; BELLE-ISLE; FORTEAU; GREENLY ISLAND; CAPE NORMAN AND POINT RICH, NEWFOUNDLAND; FROM DECEMBER, 1890, TO 1ST SEPTEMBER, 1891.

Belle-Isle.

1890, October 6.—First appearance of snow, two months earlier than last season. Snow again fell, on the 3rd, 4th, 17th, 19th, 23rd, 26th and 29th November.

1890, December 6.—A Newfoundland steamer bound south, last vessel seen in the Straits.

December 1 to 15.—Variable winds—considerable snow fell during this half of the month.

December, 15.—Slab ice commenced to make, and throughout the remainder of the month there was no ice of any quantity or size, to impede navigation.

December 18, 19, 20, 22, 23, 24, 25, 28, 29, 30 and 31 snow fell.

1891, January.—During this month ice made into large sheets and no heavy jam of ice occurred during the month owing to changeable winds; the coldest day, during the month was on the 17th instant, 15° below zero and heavy N.-E. breezes on the 19th, 20th and 21st, being the heaviest for the month.

Icebergs.

January	2	.....	3	in sight
do	5	.....	3	do
do	9	.....	4	do
do	15	.....	3	do

January, 1st, 3rd, 4th, 12th, 18th, 23rd, 26th, 27th, snow fell in considerable quantities.

February.—During this month owing to prevailing cold weather the ice made fast at all times for the first part of the month. Mild weather prevailed during the latter part and with W.S.W. winds. A good deal of ice drove out of the Straits on 15 days during the month.

February 20th.—9 A.M., the thermometer registered 22° below zero. This was the coldest month of the year.

Icebergs.

Iceberg grounded and remained on White Island, visible nearly all the month.

February 1, 3, 6, 10, 11, 14, 16, 18, 19, 22, 27, 28.—Snow fell in small quantities.

February 25.—Rain shower; S.S.W. wind.

March.—This month was unusually mild throughout and very little ice until the last week, when E.N.E. winds drove in a fair lot of level-sheet ice.

March 2, 4, 6, 16, 18, 29.—Snow fell.

March 13.—Five steamers to the S.E. sealing.

March 15.—One steamer to the S.E.

March 20.—Two schooners off Quirpon entrance.

March 25.—One schooner to the S.

April.—A good deal of scattered ice in the straits until the 9th, when west winds set in and kept so until the 13th, clearing the straits to the eastward over to Cape Bauld. The sealing schooner "Blooming Queen" called on the 18th, being the first vessel which touched here this spring, reports the sealing steamers as having made good fares, the schooners not doing as well.

March 27.—This schooner, while off White Island, on this date, lost two of her crew through the capsizing of one of her boats.

April 1.—Both lights started for the season.

April 8, 19, 20, 23, 24, 26, 28.—Snow fell.

Icebergs.

April 1 to 6	.....	1	in sight.
do	7	.....	4 do
do	8	.....	6 do
do	9	.....	7 do
do	10	.....	8 do
do	15	.....	2 do
do	16	.....	3 do
do	18	.....	4 do
do	20	.....	3 do
do	23	.....	4 do

April 3.—SS. "Leopard" and one schooner off Cape Bauld.

April 4.—Two steamers to S.E.

April 7.—Two steamers to E.

April 10.—Three steamers to E.

April 20.—Schooner "Beulah" landed crew of fishermen in Lark Harbour and proceeded south.

May 1 to 6.—Strong east winds; fog and rain. Straits remained full of ice until the 19th, when it moved out by west and south-west winds as far as this island.

May 20.—A heavy jam of ice to S. E. Slack ice scattered to the west of here.

May 25.—Some ice from Cape Bauld to Cape Norman. None in sight to E.

May 26.—Some ice coming out of the Straits along the south shore—Schr Beulah bound to Lark Harbour.

May 30.—SS. "Nestune" from St. Johns, Newfoundland, anchored at landing, left a fishing crew, reports a good deal of ice to the south.

May 23.—A boat crossed over from Quirpon with the mail.

Icebergs.

An average of 40 bergs in sight all the month.

June 1.—Some ice coming out along the Labrador Shore.

June 4.—A good deal of ice coming down out of the Straits west winds.

June 9.—Schooners "Beulah"—"Harmony" and "Columbia" bound south.

June 15.—Ice slack to the east.

June 17.—SS. "Greenland" bound west. 20 schooners in the ice to the west.

June 19.—SS. "Kite" bound west.

June 21.—Ice scattered—; schooners, bound west. 7 schooners to east.

June 22.—Ice heavy. One 2 masted SS. outside eastern edge of ice.

June 24.—13 schooners bound N.

June 26.—S. S. Benagar of Liverpool bound for Pictou anchored off landing.

Ice coming out to the east.

June 28.—Wet ice to the west. One schooner anchored in cove.

July 4.—100 schooners bound north; one Thompson liner bound out at 4 a.m.

July 8.—One 2 masted steamer bound in.

July 10.—2 p.m. one Donaldson steamer bound in. 100 schooners to the south bound up.

No ice seen after this but an average of 35 Icebergs were noticed on and off this and last month.

August	1.....	8 Icebergs seen:
do	2.....	6 do
do	3.....	6 do
do	4.....	5 do

Cape Bauld.

This station, being separated from Belle Isle by a few miles only, experienced similar weather throughout the season, but owing to prevailing west north-west winds the ice hugged the shore.

Cape Norman.

As at Belle-Isle and Cape Bauld, the first snow fell here early in October, but did not remain; snow again fell in November, 1890. It began to melt in latter part of April.

January 6, 1891.—Slob ice making, the Straits being closed in March, April, and up to the 27th May. Snow fell fifteen days in January, eleven days in February, six days in March, five days in April, four days in May, one day in June.

May 31.—No ice to be seen.

June 3.—First inward-bound steamer passed.

June 9.—First Outward steamer.

June 17.—Straits full of ice; no open water to be seen.

June 20.—Straits full of ice.

June 24.—No ice seen in the Straits after this date—with the exception of icebergs which continued numerous until September. None after that month.

June 16 to 25.—Twenty-four and thirty icebergs seen daily.

July 1 to 30.—An average of eighteen bergs seen daily.

July 5.—Fifty-five bergs in sight.

July 10.—Fifty-four bergs in sight.

August 1 to 30.—An average of four daily for sixteen days.

September 1st to 30.—An average of two per day during twelve days—the last two being seen on the 30th.

Forteau and Greenly Islands.

The reports from these two stations are very similar, it will be sufficient to give details of one.

Forteau.

November 2, 1890.—First snow fell $6\frac{1}{2}$ inches during the month, $20\frac{1}{2}$ inches in December, 10 inches in January, 1891, 35 inches in February, $17\frac{1}{2}$ inches in March, 4 inches in April, 3 inches in May and 1 inch in June.

The lowest temperature was experienced on February 27th, the thermometer going to 27° below zero.

	Maximum.	Minimum.
January, 1891.....	12th 30°	17th— 20°
February, 1891.....	28th 35	21st—27
March, 1891.....	40	11
May, 1891.....	50	30
April, 1891.....	42	15
June, 1891.....	60	40
July, 1891.....	24th 42	10
December, 1890.....	35	7

December 15 1890.—Slob ice covered the fishing grounds: all nets had to be taken up.

January and early part of February, 1891.—Heavy sheet ice covered the straits 6 to 7 inches thick.

February and March.—Heavy ice and bergs from the north.

April.—On to 3rd July straits jammed with ice, with the exception of a few days.

May 29.—One schooner bound east.

June, 3.—SS. "Neptune," first steamer from Newfoundland, came from south-east.

Cape Ray, Newfoundland.

The first snow fell in December and eighteen days in January; no ice during this month, snow fell fifteen days in February.

February 13.—Slob ice, first formed.

February 14 to 28.—Light ice. Distant and inshore north-west winds prevailed.

March 1 and 2.—Ice moving to south-east.

March 3 to 16.—No ice in sight.

March 7, 17 and 27th.—Snow fell.

March 17th to 27th.—Light ice in shore and in sight moving south-east.

April 4, 8.—Snow fell.

May 8.—Heavy snow storm with strong north-west winds. The only snow that fell during this month.

No ice seen in April or May.

May 1.—First steamer bound for the St. Lawrence passed in 3rd May, three steamers.

Respectfully submitted,

H. J. McHUGH,

Inspector Signal Service.

QUEBEC, December 1891.

APPENDIX "B."

Thermometer Readings at Belle Isle from December 1890, to April, 1891.

DECEMBER, 1890.				JANUARY, 1891.				FEBRUARY, 1891.				MARCH, 1891.				APRIL, 1891.			
Date.	9 a.m.	4 p.m.	9 p.m.	Date.	9 a.m.	4 p.m.	9 p.m.	Date.	9 a.m.	4 p.m.	9 p.m.	Date.	9 a.m.	4 p.m.	9 p.m.	Date.	9 a.m.	4 p.m.	9 p.m.
1	30	34	34	1	16	19	8	1	16	14	0	1	10	16	22	1	19	20	17
2	12	0	- 3	2	6	12	10	2	-15	-10	-12	2	27	17	12	2	12	19	17
3	- 3	5	6	3	19	23	17	3	-16	- 9	- 7	3	- 3	5	4	3	19	20	18
4	12	29	32	4	8	6	2	4	26	7	0	4	0	9	20	4	25	27	34
5	27	19	4	5	0	3	7	5	-12	-10	- 9	5	27	31	33	5	35	33	34
6	0	12	17	6	10	13	17	6	- 9	- 7	- 2	6	34	35	34	6	34	33	30
7	20	26	26	7	24	29	26	7	10	10	- 4	7	37	39	36	7	30	33	32
8	19	10	10	8	18	20	10	8	- 9	- 7	- 5	8	39	37	35	8	29	33	30
9	8	10	16	9	6	7	5	9	- 3	2	4	9	36	33	31	9	28	34	30
10	16	17	20	10	14	16	14	10	- 3	6	7	10	33	37	33	10	29	34	30
11	22	27	20	11	0	3	6	11	19	17	14	11	37	33	30	11	30	36	33
12	28	30	26	12	10	26	36	12	14	10	0	12	30	33	30	12	32	36	31
13	20	16	10	13	28	9	3	13	- 7	- 2	- 7	13	27	30	29	13	36	38	39
14	2	6	8	14	6	9	12	14	-16	-11	-11	14	32	36	36	14	34	32	30
15	10	8	7	15	11	10	0	15	-13	- 9	- 5	15	36	30	28	15	16	21	22
16	6	8	5	16	36	29	36	16	- 1	13	1	16	19	17	20	16	25	34	31
17	8	10	10	17	-15	- 8	6	17	- 7	2	- 7	17	19	26	24	17	29	35	34
18	12	19	21	18	4	4	0	18	- 7	0	5	18	19	22	19	18	30	37	34
19	34	36	12	19	- 2	3	0	19	- 4	- 2	-16	19	22	26	12	19	33	34	26
20	0	- 2	- 3	20	12	14	16	20	-22	- 8	- 7	20	5	10	8	20	18	20	19
21	- 5	0	- 2	21	20	25	25	21	- 7	- 2	5	21	12	17	19	21	19	26	26
22	16	12	10	22	10	10	7	22	16	18	16	22	26	24	23	22	17	24	26
23	10	10	12	23	13	26	24	23	-15	-10	- 7	23	27	35	33	23	24	26	24
24	20	21	10	24	21	19	16	24	- 7	0	3	24	33	32	33	24	30	34	34
25	6	3	0	25	17	20	15	25	7	23	33	25	35	36	34	25	32	34	33
26	- 2	4	2	26	16	17	13	26	37	37	34	26	17	30	34	26	34	36	34
27	16	23	27	27	10	9	3	27	30	24	27	27	37	35	34	27	33	36	34
28	26	18	12	28	- 4	3	3	28	10	10	8	28	34	33	31	28	36	37	35
29	6	2	2	29	5	6	2	...	...	...	...	29	34	31	30	29	35	36	35
30	10	14	16	30	- 5	0	2	...	...	...	...	30	24	21	20	30	36	36	35
31	16	18	20	31	5	9	9	...	...	...	...	31	20	23	23	...	...	...	...
Lowest temperature 21st, Dec., 9 a.m.				Lowest temperature 17th Jan., 9 a.m.				Lowest temperature 20th Feb., 9 a.m.				Lowest temperature 3rd March, 9 p.m.				Lowest temperature 2nd April, 9 a.m.			
Highest temperature 19th Dec., 4 p.m.				Highest temperature 16th Jan., 9 a.m.				Highest temperature 26th Feb., 9 a.m.				Highest temperature 8th March, 9 a.m.				Highest temperature 13th April, 9 p.m.			

The sign (-) before figures denotes below zero.

MICHAEL COLTON,
Light-keeper.

Respectfully submitted,
H. J. MCHUGH,
Inspector, Signal Service.

QUEBEC, December, 1891.

APPENDIX

TELEGRAPH, SEMAPHORE AND SIGNAL

RIVER AND GULF
SOUTH SHORE OF THE

Signal Stations.	Telegraph Offices.	Light House.	Flag Station.	Semaphore Station.	Miles from Marine Quebec.	Telegraph Co. Working Lines.
1 L'Islet.....	Tel. Office.		Flag		41	Great North-Western Co....
2 Rivière du Loup.....	do	Light House..	do		95	do
3 Father Point	do	do	do		157	do
4 Little Metis	do	do	do		197	do
5 Matane.....	do	do	do			do
6 Cape Chatte.....	do	do	do		230	do
7 Martin River.....	do	do	do		255	do
8 Cape Magdalen.....	do	do	do		288	do
9 Fame Point.....	do	do	do		318	do
10 Cape Rosier.....	do	do	do		339	do

NORTH SHORE OF THE

11 Port Neuf.....	Tel. Office.	Light House..	Flag		145	Dom. Govt. and G.N.W. Co.
12 Manicouagan.....	do		do		187	do
13 Pointe de Monts.....	do	Light House..	do		224	do
14 Egg Island.....	do	do	do		246	do

GASPE COAST

15 Cape Despair.....	Tel. Office.	Light House..	Flag		372	Great North-Western Co....
16 Pointe Maquereau....	do	do	do		394	do

COAST OF NEW

17 Pointe Escuminac....	Tel. Office.	Light House..	Flag		450	Dom. Govt. and G.N.W. Co.
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ISLAND OF

18 West Point.....	Tel. Office.	Light House..	Flag		328	Dom. Govt. and G.N.W. Co.
19 South-West Point....	do	do	do		358	do
20 South Point.....	do	do	do		408	do
21 Heath Point.....	do	do	do		428	do

MAGDALEN

22 Grosse Isle.....	Tel. Office.		Flag		467	D. Govt., W. U. & G.N.W. Co.
23 Anherst Island	do	Light House..	do		471	do

CAPE BRETON,

24 Meat Cove.....	Tel. Office.	Light House..	Flag		529	D. Govt., W. U. & G.N.W. Co.
25 Low Point.....	do	do	do	Semaphore..	575	do

ST. PAUL'S

26 Main Station.....	Telephone		Flag		528	D. Govt., W. U. & G.N.W. Co.
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NEWFOU

27 Cape Ray.....	Tel. Office.	Light House..	Flag		542	D. Govt., Anglo-Amer. Cable Co., W. U & G. N. W. Co..
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C.

STATIONS, MARINE DEPARTMENT, CANADA.

OF ST. LAWRENCE.

RIVER ST. LAWRENCE.

Rate per ten words and additional words.	Date when Established.	Name of Agent.	Post Office.	County.	Province.	Salary per Annum from Marine Department.
25c. & 1c.	Oct. 28, '79.	Mrs. J. B. E. Fortin...	L'Islet...	L'Islet	Que...	\$50
do	Nov. 16, '81.	L. T. Piuze...	Rivière du Loup (en bas).	Témiscouata	do	50
do	Nov. 22, '79.	John McWilliams	Father Point...	Rimouski	do	50
do	Nov. 17, '79.	Jules Martin	Little Metis	do	do	50
do	Nov. 5, '79.	P. Desjardins	Matane	do	do	50
do	Sept. 19, '79.	Trefflé Côté	Cape Chatte	Gaspé	do	50
do	Sept. 23, '79.	Jean Gauthier	Martin River	do	do	50
do	Oct. 9, '79.	J. F. Sasseville	Cape Magdalen	do	do	50
do	Oct. 14, '80.	James Ascah	Fox River	do	do	50
do	Oct. 20, '79.	J. B. Vien	Cape Rosier	do	do	50

RIVER ST. LAWRENCE.

40c. & 2c.	June 1, '83.	Dorelas Tremblay	Port Neuf (en bas)	Saguenay	Que	\$50
do	Aug. 15, '83.	P. O. Bonenfant	Manicouagan		do	
do	Oct. 19, '83.	L. F. Faffard	Pointe de Monts		do	50
do	Oct. 12, '86.	Paul Côté	Egg Island		do	50

OF THE GULF.

25c. & 1c.	June 17, '80.	James Beck	Cape Despair	Gaspé	Que	\$50
do	May 22, '80.	Auguste Bertrand	Port Daniel	do	do	50

BRUNSWICK.

40c. & 2c.	July 2, '85.	Henry Phillips	Pointe Escuminac	Northumberland	N.B.	\$50
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ANTICOSTI.

\$1.05 & 6c.	Oct. 1, '81.	Auguste Malouin	Anticosti Id. <i>viâ</i> Gaspé	Gaspé	Que	
do	Oct. 18, '80.	E. Pope	do	do	do	
do	July 27, '81.	Jean Nadeau	do	do	do	
do	July 20, '81.	Thomas Gagné	do	do	do	

ISLANDS

\$1.05 & 7c.	Aug. 17, '80.	A. Le Bourdais	Magdalen Id. <i>viâ</i> Pictou	Gaspé	Que	
do	June 11, '81.	William Cormier	do <i>N.S.</i>	do	do	

NOVA SCOTIA.

30c. & 2c.	Nov. 7, '81.	A. R. MacDonald	Meat Cove, C.B.	Victoria	N.S.	
do	Aug. 1, '81.	J. G. Peters	Low Point, C.B.	Inverness	do	\$50

ISLAND.

50c. & 3c.	1890	S. C. Campbell	North Sydney, C.B.	Victoria	N.S.	
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NDLAND.

\$1.05 & 10c.	Nov. 3, '82.	E. R. Rennie	Cape Ray		Nfld.	\$50
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H. J. McHUGH, *Inspector, Signal Service.*

APPENDIX No 9.

REPORT OF THE SUPERINTENDENT OF GOVERNMENT RIVER POLICE
AT THE PORT OF QUEBEC FOR THE SEASON OF 1891.

QUEBEC, November, 1891.

The force was further reduced this season to 18 men all told, that the expenditure might be kept within the amount of the revenue collected from the shipping for its support, owing to the great falling off in the number of sailing and other ocean vessels it required strict economy to arrive at such a result. Unless the number of vessels coming to this port annually increases, the number of constables need not be augmented. The principal duty the force is called upon to perform, is to prevent desertion and crimping. I regret to say the mode resorted to by ship masters to obtain seamen to make up their crews thwarts the action of the Police in the performance of their duty.

That it may be understood how desertion is openly encouraged, I shall endeavor to explain the system adopted here to obtain sailors. A vessel arrives in the Port of Quebec. Soon after a portion of her crew are induced by crimps to desert. Will do so. When this vessel is ready for sea, being short of men, the master calls for a crimp and bargains with him to supply them; the crimp brings men to the shipping office where they are duly shipped and sign the articles, but they fail to go on board the vessel, which has dropped down the stream from her loading berth and only awaits the men to proceed to sea. During this time the crimp has watched his opportunity, secured the required number of seamen from a freshly arrived ship and holds them all ready. The captain who has just lost some men suspects they are in the outward bound vessel, he calls for the assistance of the police: a careful search is made, his deserters are not found, but as soon as the Police return to port, the crimp puts out from some hiding place with his boat and puts the men on board, and the vessel at once proceeds to sea. These last men having replaced the ones who signed articles and did not come on board, as the captain has the right to take substitutes. Owing to scarcity of men, blood money, as it is styled, a bonus per man to be paid the crimps supplying them has ranged from \$5 to \$25 each. Cases are reported where the crimps got the bonus money and advance pay of each seamen they shipped, thereby pocketing \$35 to \$40 per man, who were simply stolen from one vessel and put on board another. It is said that two ship captains comparing notes found out that they had actually bought up each other's seamen.

When spoken to about this matter, ship-masters and others appear unable to offer any remedy for this nefarious practice, and I regret to say it has become a custom. Consequently the duties performed by the Quebec Harbour Police have not resulted much in preventing crimping and desertion, and so long as seamen are scarce in all American ports, and the shipping finds no other means of procuring men, and continue to resort to the present system, the Police will be almost powerless.

On the 14th November there being but three or four vessels in port, and no longer any inducements for desertions, eleven constables were paid off, the duties for the rest of the season performed by the four officers, engineer of steamer, the whole being disbanded on the 30th November with the exception of the engineer who will remain a few days longer to lay up the engine, &c., as customary.

I have the honour to be, Sir,

Your obedient servant,

J. U. GREGORY,

Superintendent Quebec Harbour Police.

APPENDIX No. 10.

STATEMENT relating to Wharves under control of Department of Marine on 30th June, 1891.

(Rules established for the Government of Wharves 12th June, 1889.)

Locality.	Wharfinger.	Date of Appointment.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
<i>Ontario.</i>				\$ cts.
Cockburn Island.....	Alfred Monck.....	May 30, 1889.	25 p.c. of collections.....	41 98
Goderich.....	Vacant.....			
Inverhuron.....	do.....			
Kingsville.....	S. A. King.....	May 5, 1890.	25 p.c. of collections.....	201 43
Morpeth.....	Richard Wade.....	April —, 1885.	25 do.....	41 76
Rondeau.....	W. R. Fellows.....	Dec. 17, 1888.	25 do.....	40 80
Sault Ste. Marie.....	W. H. Plummer.....	Jan. 2, 1890.	\$100 per an. of collections.....	806 74
Southampton.....	James Johns.....	Sept 12, 1890.	25 p.c. of collections.....	20 00
Sumnerstown.....	Don. Ward.....	June 4, 1891.	25 do.....	Nil.
Warton.....	H. R. A. Eby.....	Dec. 10, 1890.	25 do.....	Nil.
<i>Quebec.</i>				1,152 71
Anse St. Jean.....	Vacant.....			
Baie St. Paul.....	do.....			
Berthier.....	Chas. Bouffard.....	March 24, 1890.	25 p.c. of collections.....	23 25
Carleton.....	Jos. Cauchon.....	June 4, 1889.	\$50 per an. of collections.....	142 70
Cascades.....	Vacant.....			
Chicoutimi.....	do.....			
Isle aux Grues.....	Jos. Painchaud.....	Feb. 17, 1890.	25 p.c. of collections.....	Nil.
Lacolle.....	B. V. Naylor.....	July 2, 1886.	25 do.....	18 66
Les Eboulements.....	Vacant.....			
L'Islet.....	P. Plonde.....	Feb. 17, 1890.	25 p.c. of collections.....	7 40
Murray Bay.....	Vacant.....			
New Carlisle.....	John C. Hall.....	June 4, 1889.	25 p.c. of collections.....	258 77
Port Daniel.....	John Enright.....	Sept. 11, 1890.	\$50 per an. of collections.....	105 28
Pointe aux Origneaux.....	Vacant.....			
Rivière Ouelle.....	do.....			
Rivière du Loup.....	do.....			
St. Alphonse de Bagotville.....	do.....			
Ste. Cécile du Bic.....	do.....			
St. Jean d'Orléans.....	do.....			
St. Laurent d'Orléans.....	do.....			
Tadousac.....	do.....			
Trois Pistoles.....	do.....			
<i>Nova Scotia.</i>				556 06
Arisaig.....	Vacant.....			
Avonport.....	Robert Shaw.....	Nov. 23, 1888.	25 p.c. of collections.....	Nil.
Barrington.....	Vacant.....			
Bayfield.....	Edward Randall.....	Aug. 25, 1888.	25 p.c. of collections.....	83 17
Belliveau's Cove.....	Ambrose Thériau.....	Aug. 25, 1888.	25 do.....	Nil.
Broad Cove Marsh.....	Vacant.....			
Brooklyn.....	F. T. Gardiner.....	Oct. 20, 1882.	20 p.c. of collections.....	Nil.
Canada Creek.....	C. E. Eaton.....	Nov. 23, 1888.	25 do.....	14 24
Cape Cove.....	Jacob Deveau.....	Aug. 2, 1889.	25 do.....	50 94
Centreville.....	W. M. B. Dakin.....	Aug. 25, 1888.	25 do.....	34 77

STATEMENT relating to the Wharves, &c.—*Continued.*

Locality.	Wharfinger.	Date of Appointment.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
<i>Nova Scotia—Continued.</i>				\$ cts.
Chipman's Brook.....	Jas. Misaner.....	Nov. 23, 1888.	25 p.c. of collections....	10 93
Church Point.....	Fred. Belliveau.....	Sept. 15, 1888.	25 do	111 10
Cow Bay.....	Arch. McKinnon.....	April 15, 1879.	7½ do	2,250 55
Cranberry Head.....	Abram Thurston.....	Feb. 16, 1889.	25 do	Nil.
Delap's Cove.....	W. R. McCaul.....	Nov. 28, 1889.	25 do	Nil.
Digby.....	H. B. Short.....	Jan. 9, 1891.	25 do	573 02
Eagle Head.....	Nathan Leslie.....	Jan. 9, 1889.	25 do	Nil.
East Bay.....	Donald McInnis (Ronald's son.).....	April 5, 1886.	50 do	Nil.
Grand Narrows, Victoria Co. do Cape Breton	John P. McNeill.....	Aug. 25, 1888.	25 do	27 32
Co.....	E. A. McNeill.....	Nov. 6, 1888.	25 do	Nil.
Hall's Harbour.....	Sydney Roscoe.....	Nov. 23, 1888.	25 do	Nil.
Hampton.....	Judson Foster.....	Aug. 25, 1888.	25 do	24 52
Harbourville.....	C. O. Cook.....	Nov. 23, 1888.	25 do	40 30
Maitland, Hants Co. do Yarmouth Co.	C. S. Stuart.....	Sept. 5, 1888.	25 do	117 46
Margaretsville.....	J. W. Raymond.....	April 14, 1890.	25 do	35 00
Meteghan Cove.....	T. J. Downie.....	Aug. 25, 1888.	50 do	84 31
Meteghan River.....	H. T. Deveau.....	Sept. 15, 1888.	25 do	132 01
Militia Point.....	Urbain Doucette.....	Jan. 31, 1883.	20 do	180 28
Morden.....	Alex. McFayden.....	March 21, 1889.	25 do	5 00
Oak Point.....	Wm. Minnis.....	Nov. 23, 1888.	25 do	20 02
Ogilvie.....	T. E. Bigelow.....	June 3, 1876.	33½ do	302 08
Parrsboro'.....	R. S. Armstrong.....	Nov. 23, 1888.	25 do	3 28
Pickett's Wharf.....	Thompson Tipping.....	Nov. 26, 1888.	25 do	44 74
Pictou Island.....	Andrew Bishop.....	Dec. 24, 1884.	25 do	130 97
Plympton.....	Vacant.....	Aug. 8, 1890.	25 p.c. of collections....	11 28
Point Brulé.....	W. K. Smith.....	Nov. 23, 1888.	25 do	Nil.
Port George.....	David Stevenson.....	Aug. 8, 1890.	25 do	Nil.
Port Greville.....	Jas. E. Slocomb.....	Aug. 8, 1890.	25 do	Nil.
Port Hood.....	Vacant.....	July 21, 1890.	25 p.c. of collections....	142 80
Port Hood Island.....	Alex. McDougald.....	July 21, 1890.	25 p.c. of collections....	142 80
Port Lorne.....	Vacant.....	Aug. 25, 1888.	25 p.c. of collections....	33 55
Salmon River.....	Samuel Beardsley.....	Nov. 29, 1890.	25 do	Nil.
Saulniersville.....	J. M. Deveau.....	Aug. 25, 1888.	25 do	25 40
Sheet Harbour, East and West River.....	J. T. Saulnier.....	Aug. 25, 1888.	25 do	25 40
Tancook Island.....	M. McFarlane.....	May 20, 1890.	25 do	31 14
Tracadie.....	Vacant.....	Nov. 6, 1888.	25 p.c. of collections....	Nil.
Tusket Wedge.....	J. M. Hall.....	Feb. 16, 1889.	25 do	Nil.
Victoria, King's Co.....	Jas. Cothreau.....	Feb. 11, 1889.	25 do	10 01
West Pubnico.....	Wm. Brown.....	April 9, 1890.	25 do	5 50
White Point.....	N. A. D'Entremont.....	Jan. 9, 1889.	25 do	Nil.
<i>New Brunswick.</i>				4,535 69
Buctouche.....	Elisha West.....	Jan. 9, 1889.	25 do	Nil.
Campbellton.....	Angus Renaud.....	July 7, 1887.	25 p.c. of collections....	Nil.
Clifton.....	Vacant.....	.....	.....	Nil.
Dalhousie.....	do.....	.....	.....	Nil.
Hopewell Cape.....	W. J. Smith.....	June 27, 1891.	25 p.c. of collections....	Nil.
St. Louis.....	Wm. Hamilton.....	April 9, 1890.	25 do	62 37
.....	M. Barriault.....	April 11, 1890.	25 do	0 53
<i>Prince Edward Island.</i>				62 90
Amundale.....	James Taylor.....	July 2, 1885.	25 p.c. of collections....	78 31
Bay View.....	Joseph Harrington.....	Oct. 2, 1885.	25 do	16 49
Belfast.....	Thos. McLennan.....	July 21, 1890.	25 do	90 74
Brush Wharf.....	Levi R. Ings.....	Sept. 18, 1885.	25 do	138 03
Campbell's Cove.....	Angus McIntyre.....	Oct. 17, 1888.	25 do	Nil.

STATEMENT relating to the Wharves, &c.—*Continued.*

Locality.	Wharfinger.	Date of Appointment.	Remuneration Allowed.	Amount deposited to credit of Receiver General.
<i>P. E. Island—Con.</i>				\$ cts.
Chapel Point.....	Ronald McCormack.....	Sept. 18, 1885.	25 p.c. of collections.....	30 00
China Point.....	W. S. N. Crane.....	Sept. 18, 1885.	25 do.....	8 01
Clifton.....	Wm. McKay.....	Sept. 22, 1886.	25 do.....	7 52
Crapaud and Victoria Pier.....	James Day.....	May 12, 1890.	25 do.....	93 65
Georgetown.....	James Bourke.....	July 2, 1885.	25 do.....	68 02
Hickey's Wharf.....	Jas. J. Macdonald.....	Oct. 15, 1889.	25 do.....	Nil.
Higgins' Shore.....	Vacant.....			
Hurd's Point.....	R. Robblee.....	Oct. 6, 1888.	25 p.c. of collections.....	35 02
Kier's Shore.....	H. S. McNutt.....	Nov. 3, 1885.	25 do.....	45 22
Lewis Point.....	Jos. A. Macdonald.....	April 15, 1891.	25 do.....	86 73
McGee's Wharf.....	Vacant.....			
Mink River.....	Edward Henderson.....	July 2, 1885.	25 p.c. of collections.....	Nil.
Montague, Lambert and Stevens Piers.....	Peter Keith.....	May 5, 1890.	25 do.....	109 92
Murray Harbour.....	W. Sharam.....	July 11, 1889.	25 do.....	12 96
Nine Mile Creek.....	Edward Harrington.....	Oct. 29, 1885.	25 do.....	Nil.
North Cardigan, Newport.....	Donald McIntyre.....	July 2, 1885.	25 do.....	32 40
Pinette.....	Hector D. Morrison.....	Sept. 18, 1885.	25 do.....	15 00
Pownal.....	Alex. McRae.....	Oct. 2, 1885.	25 do.....	55 21
St. Mary's Bay.....	C. H. Lewellin.....	July 2, 1885.	25 do.....	51 61
Souris.....	B. McEachern.....	June 3, 1884.	25 do.....	84
South Rustico, Oyster Bed Bridge.....	Jos. Doucette.....	Oct. 2, 1885.	25 do.....	34 46
Sturgeon River.....	Bernard Kearney.....	Sept. 18, 1885.	25 do.....	44 32
Tignish River.....	Ben Gaudet.....	Sept. 5, 1888.	25 do.....	Nil.
Vernon River.....	J. G. McKenzie.....	Oct. 19, 1885.	25 do.....	97 72
West Point.....	Vacant.....			
Wood Island.....	M. H. McMillan.....	May 16, 1889.	25 p.c. of collections.....	17 24
				1,169 42

RECAPITULATION.

Ontario.....	\$1,152 71
Quebec.....	556 06
Nova Scotia.....	4,535 69
New Brunswick.....	62 90
Prince Edward Island.....	1,169 42

Total wharfage dues collected..... \$7,476 78

Add—Fees received by undermentioned Harbour masters in excess of remuneration allowed:—

Harbour Master, New Richmond, Que.....	\$ 1 50
do St. John's, Que.....	149 50
do Cape Canso, N.S.....	12 90
do Halifax, N. S.....	19 50
do International Pier, N.S.....	4 00
do Yarmouth, N.S.....	3 00
do Chatham, N.B.....	64 00
do St. Andrew's, N.B.....	10 50
do Nanaimo, B.C.....	65 90
	329 00

Total revenue from Wharves and Harbours..... \$7,805 78

N. B.—With exception of Cow Bay and Digby, wharfingers are not required to forward returns of collections till end of calendar year. This statement only shows amounts received by Department and placed to credit of Receiver-General up to 30th June, 1891. At several wharves marked "Vacant," appointments have been made since 30th June.

APPENDIX No. 11.

54-55 VICTORIA.

CHAP. 36.

An Act respecting the Shipping of Live Stock.

[Assented to 30th September, 1891.]

Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as “The Live Stock Shipping Act.”

2. In this Act, unless the context otherwise requires,—

(a.) The expression “Minister” means the Minister of Marine and Fisheries;

(b.) The expression “inspector” means an inspector for the purposes of this Act only;

(c.) The expression “certificate” means a certificate issued under and for the purposes of this Act only;

(d.) The expression “ship” means any vessel used in navigation; and the expression “ship carrying live stock” means any ship employed in carrying live stock from any port or place in Canada to any port or place out of Canada, not being a port or place in the United States of America, or in Newfoundland, or in St. Pierre or Miquelon, or in Bermuda, or in any of the West Indian Islands, or in Mexico, or in South America.

3. The Governor in Council may make rules and regulations for the health, security and safe carriage of live stock on ships; and such rules and regulations shall be published in the *Canada Gazette*, and shall have the force of law from the date of their publication or from such later date as is therein appointed for their coming into force.

4. The Governor in Council may appoint inspectors and determine the remuneration to be paid them out of the fees collected under the provisions of this Act; and any fees collected by an inspector in excess of the amount of the remuneration so determined shall be paid over by him to the Minister of Finance and Receiver General, to form part of the Consolidated Revenue Fund of Canada:

(2.) At any port for which no inspector has been appointed under this Act, the port warden duly appointed by the Governor in Council shall be *ex officio* the inspector:

(3.) At any port at which there is no port warden so appointed and for which no inspector has been appointed under the provisions of this Act, the chief officer of customs at such port shall be *ex officio* the inspector:

(4.) Every inspector shall, as soon as may be after the thirty-first day of December in each year, furnish to the Minister a written statement of the fees collected by him under the provisions of this Act during such year and of the manner in which he has disposed of them.

5. The Governor in Council may establish a fee to be paid on each head of live stock shipped on any ship carrying live stock; and no officer of customs shall grant a clearance to any such ship with live stock on board until such fee has been paid.

6. Every certificate issued by an inspector shall be in triplicate, one of which shall be delivered to the master or agent of the ship, one to the chief officer of customs of the port from which such ship clears, and one shall be retained by the inspector.

7. No officer of customs shall grant a clearance to any ship carrying live stock until he receives the certificate of an inspector, certifying the number of live stock such ship is adapted to carry, as well as the number actually on board for the intended voyage, and that such ship is seaworthy, and that the arrangements for carrying such live stock are approved of by him, and also, if such live stock is carried on the upper or spar deck, that the shelters or fittings are sufficiently strong and substantial to ensure the safety of such live stock for the voyage, and that all the requirements of the rules and regulations at the time in force, respecting the health, security and safe carriage of live stock on ships, have been complied with :

(2.) Every person who sends or attempts to send, or is a party to sending or attempting to send, and every master who takes or attempts to take such ship to sea, without having first obtained the aforesaid certificate, shall be guilty of a misdemeanour ; and the ship shall also be liable to a penalty of one thousand dollars, and may be seized and detained by any chief officer of customs, whenever or wherever found in Canada until such penalty and the costs of seizure are paid :

(3.) A prosecution under this section shall not be instituted except by or with the consent of the Minister :

(4.) A misdemeanour under this section shall not be punishable upon summary conviction.

8. When any ship carrying live stock has complied with the foregoing requirements, and obtained a clearance at any port or place in Canada, and, not having on board as great a number of live stock as her certificate allows her for the intended voyage, proceeds to another port or place in Canada to complete her cargo of live stock, the master of such ship shall notify the inspector, before clearing, of his intention so to do ; and it shall then be the duty of the inspector at the first port of clearance to notify the inspector at the port at which the ship is to complete her cargo of live stock, of the master's intention, the number of live stock on board, and the number allowed to be carried by the certificate for the intended voyage :

(2.) In such case the ship, upon her arrival at the port at which her cargo of live stock is to be completed, shall not take on any live stock until the accommodation for such additional stock has been inspected and approved of by the inspector of the port, who shall certify that the additional live stock shipped on board such ship does not cause the number on board to exceed the number allowed by the certificate for the intended voyage, and that the arrangements for carrying such additional live stock are approved of by him :

(3.) No officer of customs shall grant a clearance to any such ship for the additional live stock until he has received the inspector's certificate referred to in this section :

(4.) Any master of a ship who fails to comply with the requirements of this section, or who sails or attempts to go to sea without having complied with the requirements of this section, shall incur a penalty of one thousand dollars, and such ship shall be liable for such penalty, and may be seized and detained by any chief officer of customs wherever and whenever found in Canada, until such penalty and the costs of the seizure are paid.

9. The master of any ship which proceeds to sea, or attempts to proceed to sea, with a greater number of live stock on board than is allowed by her certificate for the intended voyage, shall incur a penalty of one thousand dollars, and such ship shall be liable for such penalty, and may be seized and detained by any chief officer of customs wherever and whenever found in Canada, until such penalty and the costs of the seizure are paid.

10. All penalties recovered under the provisions of this Act shall be paid over to the Minister of Finance and Receiver General, to form part of the Consolidated Revenue Fund of Canada.

11. Nothing in this Act contained shall be deemed to modify or affect in any way the provisions of the Acts thirty-fourth Victoria, chapter thirty-three, intituled *An Act to provide for the appointment of a Port Warden for the Harbour of Quebec* ; thirty-sixth Victoria, chapter eleven, intituled *An Act to amend the Acts relating*

to Port Wardens at Montreal and Quebec; and forty-fifth Victoria, chapter forty-five, intituled *An Act to amend and consolidate the Acts relating to the office of Port Warden for the Harbour of Montreal*; or of chapter eighty-five of the Revised Statutes, intituled *An Act respecting Port Wardens*; but the provisions hereinbefore contained shall, as respects the ports to which the said Acts respectively apply, be construed as enacted in addition to and not in derogation of the said Acts.

REGULATIONS RESPECTING THE SHIPPING OF LIVE STOCK FROM CANADA.

Pursuant to the authority vested in the Governor in Council by the third section of the Act respecting the shipping of Live Stock, 54-55 Victoria, chapter 36, intituled "*An Act respecting the Shipping of Live Stock*," the following Regulations are prescribed for ships engaged in the transportation of live stock from any port or place in Canada to any port or place out of Canada, not being a port or place in the United States of America, or in Newfoundland, or in St. Pierre or Miquelon, or in Bermuda, or in any of the West India Islands, or in Mexico, or in South America.

Interpretation.—In these rules the expression "cattle" means bulls, oxen, cows, and heifers one and two years old.

APPLICATION FOR INSPECTION.

No. 1. The master, owner or agent of every ship intending to take on board live stock for transportation from Canada, shall, if such ship requires to be inspected under the provisions of the Act hereinbefore mentioned, apply for inspection in writing to the inspector of the port at which the live stock is to be shipped, whereupon the inspector will take the steps necessary to inspect the vessel, and determine whether she is a safe, seaworthy and suitable ship for the transportation of live stock on the voyage intended.

If the inspector approves of the vessel, he should notify the owner, master or agent, that he may proceed to fit up the ship as required by these regulations, but if the vessel has been previously fitted for the transportation of live stock, in a manner not consistent with these regulations, the inspector shall require compliance with these requirements in all respects, before issuing his certificate.

SPACE.

No. 2. Fat cattle carried on the upper or spar deck or any other deck, must be given a space of 2 feet 8 inches clear in width by 8 feet clear in length each, and not less than 6 feet 3 inches in height (but pens for sheep shall be not less than 7 feet in height divided into two compartments 3 feet 6 inches in height each) and in no case shall more than four head of cattle be allowed in each pen except at the end of a row where five may be allowed together—provided, however, that five cattle, each 1,000 lbs. weight or under, commonly known as "stockers," may be carried in a pen instead of four fat cattle. As regards space for sheep, not more than eight or nine sheep will be counted equal to one fat ox, according to the discretion of the inspector. Cows in calf are to be given the same space as fat oxen.

DECKS.

No. 3. Cattle shall not be carried on more than three decks; and every deck on which cattle are carried must be provided with sufficient ventilation as hereinafter prescribed.

UPPER DECK FITTINGS.

No. 4. *Stanchions, Wooden.*—Stanchions must be of good sound spruce timber, not less than 3 by 5½ inches, placed at proper distances from centres, against

ship's rail and secured to the rail by a hook of not less than $\frac{5}{8}$ inch wrought iron with nut and screw. If the bulwarks are open the foot of stanchions must be secured by filling pieces 2 x 3 inches placed outside of rail stanchions, to which the outside planking shall be nailed, and the whole secured by through bolts and nuts. A piece of 2 x 3 inches or 2-inch plank shall be fastened to outside of stanchion and run up to underneath rail to chock stanchion down. Outside stanchions shall extend up sufficient height to form stanchions for a hand-rail where necessary for the protection of the seamen. If the bulwarks are not open, the foot of the stanchions shall be secured by a bracing of 2 x 3 inch sound lumber from the back of each stanchion. Outside stanchions at top of pen shall be properly secured to fore and aft stringer beams or plates not less than $5\frac{1}{2}$ x 2 inches. Inside stanchions must be placed directly in line without board stanchions, to be set up so that the $5\frac{1}{2}$ -inch way of the stanchions shall set fore and aft, and properly secured at top to fore and aft stringer beams or plates not less than $5\frac{1}{2}$ x 2 inches, firmly secured at foot to deck and flooring to keep from lifting.

Stanchions, Iron.—These may be used in place of wooden stanchions and should be not less than 2 inches in diameter, set in iron sockets above and below and fastened with nut and bolt.

Beams.—Beams or rafters must be of good sound lumber, 2 by 6 inches, suitably placed, to run clear across the ship where practicable. Should any house or deck fittings be in the way, then butt up closely to same. These beams shall be shouldered on the stanchions and made secure with chocks nailed or otherwise properly fastened to stanchions.

Angle-iron Frames.—Angle-iron frames fitted from side to side on top deck, 5 feet apart, may be used instead of wooden stanchions and beams.

Head or Breast Boards.—Head boards shall be not less than $1\frac{1}{2}$ x 12 inches of good sound lumber, and well secured on the pen side of the stanchions. A double stanchion to secure head-board shall be set up at each end of pen. A bolt of iron $\frac{5}{8}$ -inch in diameter shall pass through the double stanchions and head-board, secured by a nut and screw. All head-boards shall have holes bored through them at proper distances, to tie the animals.

Foot Boards.—Foot boards shall be of the same material as head boards, properly nailed to stanchions on the inside of same.

Division Boards. Division boards shall be of $1\frac{1}{2}$ -inch x 12-inch sound lumber, fitted perpendicularly and arranged so that they divide the animals into pens of four, or at end of row into pens of five.

Flooring.—Flooring for the deck shall be of sound 1 inch boards, laid fore and aft on scantlings 2 x 3 inches laid athwartships on the deck at 18-inch centres, and the whole well secured.

It is optional with the owners whether they permit sheathing to be used on their ships with wooden decks, or whether they allow footlocks to be secured to the deck. But on iron decks it is absolutely necessary (if permanent footlocks are not down) to sheath them before putting down the footlocks in order to fasten same.

Footlocks.—Footlocks shall be of good sound spruce or pine lumber, or hardwood, $1\frac{1}{2}$ x 3 inches, laid fore and aft of ship, properly secured to sheathing or deck, placed 17, 16, 22 and 16 inches apart (the first one distant 17 inches from the trough), nailed when practicable with 4-inch nails through into deck strips and braced by similar locks placed athwart 18 inches apart and nailed through to deck strips.

Outside planking.—All the outside planking on open and closed railed ships, must be properly laid fore and aft of ship and nailed to the backs of stanchions, and battened, after the 1st November. Nothing less than $1\frac{1}{4}$ -inch spruce or pine is to be used for this purpose.

Planking of Shelter Deck to be erected on Upper Decks.—The planks or boards to be nailed on this deck should be not less than 1-inch sound lumber 12 inches wide, laid on purlins, with 4 inches of space between the boards; the space to be fitted with a block 4 x 1 inch at back and front plates or stringers, and at the purlins to

give additional support to the second covering, which is to be of boards of the same dimensions, laid over the 4-inch openings of lower boarding.

UNDER DECK FITTINGS.

Stanchions.—Stanchions shall be of good sound spruce lumber not less than 3 by 5½ inches, set up at proper distances from centres so that the 5½-inch way of same shall stand fore and aft and jammed in tight between the two decks, properly braced on head and from side to side of ship; this bracing shall be of 2 x 3 inch spruce or pine and be properly butted against each stanchion. Where it is found impracticable to run these braces across ship, by reason of hatches, &c., coming in the way, then they shall be well braced from hatch coamings and from the obstruction, which prevents running braces from side to side. The heads of these stanchions shall be braced fore and aft by 2 by 3 inch pieces well nailed on each stanchion and running fore and aft close up to the lower edge of the ship beams and butted at each end of compartment and against themselves, or chocked in underneath beam and well nailed to heads of stanchions. If upper and lower decks are wood then the stanchions set up between decks may be secured by well cleating to each deck by heads and heels of same.

Head or Breast Boards, Foot Boards, Division Boards, Flooring and Footlocks shall be of the same dimensions as those on the upper deck and fastened in the same manner, and shall have holes bored at proper distances to tie animals.

Troughs.—Suitable troughs whether on upper or under decks shall be formed on the foot-boards about 12 inches wide, when required. Troughs for sheep must be made water tight.

Casing for Steering Gear.—A suitable casing must be placed over the ship's steering gear when found necessary.

Alley-ways.—Alley-ways between the pens must not be less than two feet wide, except forward and aft, where they may be not less than 18 inches for a distance of 21 feet 4 inches from the end of the ship inwards, and no feed shall be placed or stowed in alleyways.

VENTILATION.

No. 5. Each compartment containing cattle must have at least four bell-mouthed ventilators, of not less than 18 inches inside diameter, and with tops exceeding 7 feet in height, two situated at each end of the compartment, and must also be supplied with a sufficient number of fans worked by steam to provide good ventilation for the cattle.

No. 6. No cattle shall be loaded along the alley-ways by engine room unless side of said engine room is covered by 1-inch lumber making a 3-inch air-space between.

No. 7. No cattle shall be loaded on hatches on decks above cattle, nor shall any merchandise, freight or food for cattle be loaded on said hatches, but said hatches shall at all times be kept clear, but cattle may be carried on the lowest hatch provided that a space on such hatch of twelve feet square be at all times kept clear and free, and no cattle shall be carried on any part of the vessel where in ordinary course of navigation they would interfere with the proper management of the vessel or would interfere with the efficient working of the boats.

MISCELLANEOUS.

No. 8. Convenient and suitable stowage shall be provided under deck for the feed for cattle; but hay to the extent of 50 lbs. for each head of cattle for consumption in the River and Gulf of St. Lawrence may be stowed on deck properly covered, and must be the first hay used. The inspector must be satisfied as to the quality and quantity of food and water provided for the cattle.

No. 9. All vessels will carry not less than 4 hogsheads, of over 100 gallons' capacity, for each 100 head of cattle and these shall be filled with fresh cold water before sailing and re-filled as emptied, unless the vessel is fitted with water pipes suitably placed and fitted with taps for watering the cattle.

No. 10. Shippers of cattle will require to furnish a foreman and attendants to take charge of the cattle on board ship and there shall be one man, including the foreman, for each 25 head of cattle shipped. Shippers are required to notify the inspector at least twelve hours before the sailing of the ship of the name of the foreman to be in charge of their shipment and of the names of the attendants, and must furnish the inspector with satisfactory evidence of their sobriety, experience, ability and general good conduct, and every such foreman and cattle attendant shall sign the ship's articles or agreement before the ship clears on her intended voyage, and be subject to the authority of the master, and the inspector shall see that the eating and sleeping accommodations for the cattle attendants and foreman are as good as the same accommodations provided for the crew of the ship. Every ship's articles or agreement signed by the foreman and attendants shall clearly state the wages to be paid to each. The foreman and attendants must report themselves to the inspector at least six hours before the sailing of the ship.

No. 11. Cattle will be tied with rope not less than $\frac{5}{8}$ -inch in diameter, which shall not be used more than once.

No. 12. False decks on which cattle have been loaded must be removed and the manure and dirt cleaned away before the ship receives another cargo of cattle.

No. 13. The inspector may in case he finds any of the fittings are worn, decayed or appear to be unsound, require the same to be replaced before he clears the vessel. He will also supervise the loading of cattle and see that they are properly stowed and tied, and that all the requirements of these regulations have been complied with.

No. 14. Water condensers shall be on board in good working order and of sufficient capacity to provide eight gallons, every twenty-four hours, of fresh cold water for each head of cattle carried, whether the ship is fitted with water ballast tanks or not.

No. 15. Live stock shall not be taken on board until the loading of the cargo has been completed unless the consent of the inspector in writing to do otherwise is first obtained.

No. 16. The back of pens are to be lined with one-inch board to the height of four feet, nailed to back stanchions on inside, making the back of the pens flush and smooth, if the inspector deems it necessary.

No. 17. The work throughout must be well nailed and strongly put together, and to the satisfaction of the inspector.

No. 18. If the ship is not lighted by electric lights, the inspector should see that sufficient ship's lanterns are provided to light between decks, when live stock are carried.

No. 19. Passages must be left so that the scuppers can be reached and kept clean.

No. 20. Any dispute arising under these regulations in regard to providing for the health, security and safe carriage of live stock shall be referred to the Minister of Marine and Fisheries, who may decide the matter, or the Minister may refer it to any person considered competent by him and in either event the decision of the Minister or of such person shall be final.

APPENDIX No. 12.

LIST of persons to whom rewards have been granted by the Government of Canada, for the year 1891, for gallant and humane services rendered in saving life from shipwrecked Canadian vessels, or by British or Foreign Governments for similar services rendered by Canadian vessels in saving life from shipwrecked British and Foreign vessels for same period.

Names and Designations of Persons.	Nature of Service Rendered.	Date of Service Rendered.	Description of Reward.
M. Heinrichs, seaman of the German steamer "Eider."	Assisting in rescuing the crew of the "Abbie B" of Windsor, N.S., in 1885.	July 29, '85	\$15 was paid him in 1891 as he could not be traced till then.
Capt. Richard Chirstian, Pat. Christian and Nicholas Christian of the Nova Scotia schr. "Lady of the Lake."	Rescue of 3 men who were in danger of drowning by the capsizing of their boat in New London Harbour, Prince Edward Island, in 1890.	do 18, '90	A silver watch to captain and a binocular glass to each of the men.
I. Iverson and J. Jergeusen, seamen of the Norwegian brig "Svea."	Assisting in the rescue of the master and crew of the "Warren W." of Charlottetown, P. E. Island, in 1887.	Dec. 24, '87	\$7 to Iverson and \$15 to Jergeusen.
David Comline, chief officer, Peter Wrangle, boatswain, James McManus, W. Neil and H. G. Jones, able-bodied seamen of the British steamer "Discoverer."	Humane and generous services to the shipwrecked crew of the "Rowland," of Charlottetown, P. E. Island.	April 1, '91	A binocular glass to the chief officer, \$12 to boatswain and \$10 to each of the seamen.
Life-boat crew of "Valparaiso."	Humane and gallant services rendered to the master and crew of the bark "James Martin" of Pictou, N.S.	July 2, '90	\$140.
Angus McDonald, Aspey Bay, C.B.	Gallant exertions in rescuing a seaman of the Norwegian bark "Marie" in a storm.	Oct. 12, '90	A binocular glass.
Charles Denly, Ralph Clark, James Skelly, Wm. Graham and Wm. Aldrige, fishermen of Collingwood.	Rescuing 2 men whose boat had capsized.	Nov. 25, '90	\$5 to each man and a letter of thanks.
Pedro Juan Zaraqosa, Captain, Miquel Slovet and Juan de la Bora, seamen of the Spanish schooner "Joven Clario."	Humane and gallant services rendered to master and crew of brig. "Grace Butler," of Halifax, which was capsized near Mayaguez, Porto Rico.	July 16, '90	A gold medal to the master \$15 to each of the men.
Capt. Peter Graham, Dr. E. P. McLean, David Fraser, Watkin Williams, James McGlashan and Alcide Proudrot.	Humane and gallant exertions in rescuing 4 of the crew of the barque "Melmuerly" of Liverpool, G.B.	Oct. 12, '90	A binocular glass presented to each one.
Life-boat crew of Browvershaven, Holland.	Gallant exertions in rescuing the Master and crew of the "Dunrobin," of Windsor, N. S., near Browvershaven, Holland.	Oct. 18, '90	Gold medal to skipper of boat, and \$80 to crew.
Mr. William W. Clarke, of Annapolis, N.S.	Gallant exertions in rescuing a man who fell overboard from the tug "Weatherspoon" at night, in Annapolis Basin, Nova Scotia.	July 16, '91	A binocular glass.

LIST of Persons to whom Rewards have been granted, &c.—*Concluded.*

Names and Designations of Persons.	Nature of Service Rendered.	Date of Service Renewed.	Description of Reward.
William Funnell, of Gananoque, Ontario.	Gallant exertions in rescuing a boy from drowning, who had fallen into the Gananoque River.	Aug. 23, '90	A silver watch.
Howard Smith, of Cape Sable, Nova Scotia.	Gallant exertions in rescuing a man from drowning whose boat had upset in a rough place.	Nov. — '85	do
Hugh P. Munroe, coxswain, and crew of life-boat at Whitehead, Nova Scotia.	Rescuing crew of the stranded schooner "Sunbeam," at Whitehead, N.S.	Dec. 1, '90	\$45.
W. A. B. Smith, coxswain, and crew of life-boat at Blanche, Nova Scotia.	Rescuing captain and 15 fishermen of the American schooner "Plymouth Rock."	do 11, '90	\$40.
Wm. Berry, coxswain, and crew of life-boat at Port Stanley, Ontario.	Rescuing captain, mate and four seamen of the Canadian schooner "E. G. Benedict."	Nov. 19, '90	\$35.
Mr. Jesse O'Brien, of Green Bay, Ontario.	Dived in 16 feet of water and brought to the surface a boy of eight years, who had been in the water of West Bay, Manitoulin, for 20 minutes.	July — '91	Presented with the Royal Humane Society's bronze medal.
Eight men of the Norwegian barque "Galathea."	Rescued master and six men of the brigantine "Louisa Coipel," Yarmouth, N. S., abandoned at sea.	Feb. 19, '91	\$5 awarded each man.
Jos. Himmelman, of La Have, Nova Scotia, a boy of 10 years of age.	Risked his life in an attempt to save a fellow school boy, who was drowned in La Have River, N.S.	Jan. 19, '91	Royal Humane Society's Testimonial on vellum.
Captain A. Hautebert, of the French barque "Emile," of Havre.	Rendered services to the captain and crew of the brigantine "Alice," of Windsor, N.S.	Dec. 7, '90	A gold watch to the captain.
R. J. Devlin and Walter Dicks, of Ottawa.	Rescued a boy from drowning in the Rideau Canal.	Nov. 2, '90	Royal Humane Society's Testimonial on vellum.
Martin Mahoney, captain of schooner "M. L. Breck," of Kingston, Ontario.	The crew of the American barge "Chas. C. Ryan," was rescued by the captain and crew of the "M. L. Breck."	June 10, '90	A gold watch presented by the Government of the United States to Captain Mahoney.
Captain E. H. O'Neal, of the "Aldborough."	Services rendered to the crew of the German vessel "Marcobrunner," which stranded in October, 1889.	Oct. — '89	A gold watch with monogram and portrait awarded by the German Emperor.
Captain R. L. Salter, of the "Marlborough," of Windsor, N.S.	Rescuing crew of American schooner "Nellie Potter," abandoned at sea.	Mar. 2, '90	Gold medal awarded by the President of the United States.

APPENDIX

BEING a Statement relative to the Life-boat Stations

Stations.	Established:	Coxswain.	Number of Crew.	Salary of Coxswain.	Wages of Crew.	Value of Boat. \$
Blanche, N.S.....	Sept. —, 1889.	W. A. B. Smith.	6	\$75 p. annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.	575
Cape Sable, N.S.....		Light-keeper....	No organ- ized crew.			
Cobourg, Ont.....	Nov. 7, 1882.	D. Rooney.....	6	\$75 p. annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.	575
Collingwood, Ont....	Sept. 2, 1885.	P. Doherty.....	6	do ..	do ..	575
Devil's Island, N.S..	1885.	Fredk. Edward..	6	do ..	do ..	575
	Re-organized in 1890.					
Duncan's Cove, N.S.	1886.	R. E. Monk....	6	do ..	do ..	575
Goderich, Ont.....	Oct. 21, 1886.	Wm. Babb	6	do ..	do ..	575
Herring Cove, N.S..		James Dempsey.	No organ- ized crew.			
Mud Island, N.S....		Jacob Pitman...	do ..	\$80.		
Pelée Island, Ont....		A. Henning.....	6	\$75 p. annum and \$1.50 for each drill.	\$1.50 each drill, twice a month.	575
Pictou Island, N.S..	Nov. 23, 1889.	D. McLean....	6	do ..	do ..	575
Poplar Point, Ont..	April 20, 1883.	L. Spafford	6	do ..	do ..	550
Port Hope, Ont....	Nov. 6, 1889.	C. R. Nixon....	6	do ..	do ..	620
Port Mouton, N.S..	Nov. —, 1889.	J. Maxwell...	6	do ..	do ..	575
Port Rowan, Ont...	Oct. 19, 1883.	J. W. McCall..	6	do ..	do ..	
Port Stanley, Ont...	June 25, 1885.	Wm. Berry....	6	do ..	do ..	575

No 13.

maintained by the Dominion Government in Canada.

Description of Boat.	Equipment.	Where Built.	Expenditure for	Services rendered during the Season of 1891.
			Fiscal Year ended June, 1891.	
			\$ cts.	
Self-righting and self-bailing, 25 feet over all, 8 feet beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Dartmouth, N.S.	197 70	The American schooner "Plymouth Rock" was totally wrecked on Blanche Island, N.S., on 11th Dec., 1890. The life-boat crew at Blanche station rescued the captain, cook and 14 fishermen from the wreck.
Metallic life-boat, 16 feet keel, 5 feet beam.	Ordinary outfit.....			
Self-righting and self-bailing, 25 feet over all, 8 feet beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Goderich, Ont.	75 00	
do	do	do		The Canadian schooner "Bavarian" was driven on the shoals to the north of Goderich Harbour in a storm on the 31st Oct., 1891. The vessel became a total wreck. The captain, mate and 4 seamen were saved by the Goderich life-boat crew. The American schooner "Edward Kelly" received assistance from the same life-boat crew in a storm on the 17th November, 1891.
do	do	Dartmouth, N.S.		
do	do	do	369 00	
do	do	Goderich, Ont.		
Metallic life-boat, 28 feet keel, 6 feet beam.	Full equipment.....	New York..		
Fishing boats and doreys (not Govt. property).				
Self-righting and self-bailing, 25 feet over all, 7 feet beam, Dobbins' pattern.	Full equipment, as required in regulation boat-house.	Goderich, Ont.	131 70	
do	do	Dartmouth, N.S.	230 61	
Self-righting and self-bailing, 26 feet over all, 7 feet beam, Dobbins' pattern.	do	Buffalo, U.S.	141 75	
do	do	Goderich, Ont.		
do	do	Dartmouth, N.S.		
Surf boat, 26 feet long, 6½ feet beam.	Full equipment and boat-house.	Buffalo, U.S.	84 98	The schooner "E. G. Benedict" was stranded in the harbour of Port Stanley, Ont., on the 19th Nov., 1890, and the crew was compelled to take to the rigging, and were rescued from their perilous position by the Port Stanley life-boat crew.
Self-righting and self-bailing, 25 feet over all, 7 feet beam.	do	Goderich, Ont.		

STATEMENT relative to the Life-boat Stations

Station.	Established.	Coxswain.	Number of Crew.	Salary of Coxswain.	Wages of Crew.	Value of Boat.
						\$
Sable Island, N.S....	1885.	Supt. Humane Establishment.	From staff of Humane Establishment.	Paid as superintendent and staff of Humane Establishment.		.....
Scatterie, N. S.	1885. Re-organized, 1890.	Jas. N. Brown..	6	\$75 per ann. and \$1.50 for each drill.	\$1.50 each drill, twice a month.	.....
Seal Island, N.S....	1880.	Light-keeper....	No organized crew.			
St. Paul's Island, N.S.		Supt. Humane Establishment.	do			
Toronto, Ont.	March 1, 1883.	Wm. Ward....	6	\$75 per ann. and \$1.50 for each drill.	\$1.50 each drill, twice a month.	575
Wellington, Ont....	do 17, 1883.	H. McCullough.	6	do ..	do ..	1,400
Whitehead, N. S....	June 6, 1890.	H. P. Munroe ..	6	do ..	do ..	575
Yarmouth, N. S....	1886. Re-organized, 1889.	R. Carroll	6	do ..	do ..	575

Besides above mentioned Life-boats, Life-

Father Point.....	1875.	E. Chamard....		\$5 per annum.		128
Isle aux Grues.....	1875.	J. Painchard ...		do ..		128
Kamouraska	1875.	R. Leblanc		do ..		128
L'Islet	1875.	J. B. Dussault ..		do ..		128
Murray Bay.....	1875.	Achille Gagné....		do ..		128
Rivière du Loup ...	1882.	D. Raymond.....		do ..		128
*Rivière Ouelle....	1886.	G. Mercier.....		do ..		128
Ste. Anne.....	1875.	P. Lafrance.....		do ..		128
St. Jean Port Joli...	1875.	L. D. Babin.....		do ..		128
Trois Pistoles.....	1885.	D. Damour.....		do ..		128

*This canoe was first stationed in 1875, but was removed to Rivière du Loup in 1882, it being considered more serviceable at the latter place. In 1886 a new canoe was built and stationed at this place.

maintained by the Dominion Government in Canada—*Concluded.*

Description of Boat.	Equipment.	Where Built.	Expenditure for	Services rendered during the season of 1891.
			Fiscal Year ended 30th June, 1891.	
			\$ cts.	
Two boats as described above, Dobbins' pattern; one ordinary life-boat fitted with air-tight compartments; one metallic life-boat; one surf boat, and one large despatch boat, schooner rigged, equipped for sea going.	Boat-houses, full equipments, &c.			
Self-righting, &c., same as others, Dobbins' pattern, and clinker built ships' life-boat, 21 feet keel.	Full equipment and boat-house.	Dartmouth, N. S.	26 59	
Wooden life-boat, 25 feet long, 6 feet beam, fitted with air-tight compartments.	do	Halifax, N.S.		
Two surf boats, one 25 ft. over all, 6½ ft. beam, the other 23 ft. long, 4 ft. 8 in. beam.		do		
Self-righting, &c., same as others, Dobbins' pattern.	Full equipment and boat-house.	Goderich, Ont.	75 00	
do	do	Buffalo, U.S.	174 13	The American schooner, "Owaseo," of Detroit, Mich., received assistance from the Wellington, Ont., life-boat crew on the 30th Aug., 1891. The "Owaseo" was found to be in distress and partially disabled.
do	do	Dartmouth, N. S.	206 25	
do	do	do	108 86	

canoes are stationed in Province of Quebec, as under.

.....	12 paddles, 2 boat-hooks, painter and boat-house.	Quebec	.....
.....	do	do	.....
.....	do	do	.....
.....	do	do	.....
.....	do	do	.....
.....	do	do	.....
.....	do	do	.....
.....	do	do	.....
.....	do	do	.....

SUPPLEMENT

OF THE

TWENTY-FOURTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE
BEING FOR THE FISCAL YEAR ENDED 30TH JUNE, 1891.

REPORTS

OF THE

CHAIRMAN OF THE BOARD OF

STEAMBOAT INSPECTION

THE

TORONTO, MONTREAL, QUEBEC AND PICTOU

HARBOUR COMMISSIONERS,

THE PILOTAGE AUTHORITIES,

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHER
WITH STATEMENT OF WRECKS AND CASUALTIES AND LIST OF
REWARDS FOR SAVING LIFE,

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1891.

PRINTED BY ORDER OF PARLIAMENT.



OTTAWA:

PRINTED BY S. E. DAWSON, PRINTER TO THE QUEEN'S MOST
EXCELLENT MAJESTY

1892

SUPPLEMENT.

OTTAWA, 20th June, 1892.

Hon. CHARLES H. TUPPER,
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith supplement to the twenty-fourth annual report of the department, being for the year 1891, containing the report of the Chairman of Steamboat Inspection, the reports of the harbour commissioners for Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney; the reports of the pilotage authorities, of harbour and shipping masters and port wardens, together with statement of wrecks and casualties, and Inspection of Sailing Ships Act.

I have the honour to be, sir, .

Your obedient servant,

WM. SMITH,
Deputy Minister of Marine.

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APPENDIX No. 1.

HARBOUR COMMISSIONERS OF MONTREAL,

SECRETARY'S OFFICE, MONTREAL, 19th January, 1892.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit, for the information of the Honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended 31st December, 1891.

Towards the end of April, Pilots Hubert A. Bélisle, Augustin Naud and Cyrille Bélisle, having reached the age of 65, were brought before the commissioners for examination, as required by the Pilotage Act, when it was decided to be inexpedient to renew their licenses, and to superannuate them as from the 1st May.

On the 23rd June Pilot Athanase Dufresne, aged 57, tendered his resignation on account of failing health, and his physician certified that it would not be safe for him to continue piloting vessels; in view of which his name was placed on the list of superannuated pilots, as from 1st August.

The four vacancies thus created were filled by the licensing as pilots of Apprentices Arthur Brière, J. S. Labranche, Alexis Perrault and N. Côme Dufresne; the first three on 28th April and the last on 23rd June.

Pilot George Dufresne, who, at the close of 1890, was under suspension on account of drinking habits, was reinstated on 28th April with a very special caution, the commissioners being satisfied that he had reformed.

The accompanying statement gives the names, earnings, &c., &c., of all the pilots for the past season.

The total amount of pilotage dues therein shown was received from the following services, viz. :—

British.

Steamships	\$49,249 66	
Sailing vessels.....	2,950 94	
		\$52,200 60

Foreign.

Steamships	\$2,631 75	
Sailing vessels.....	978 82	
		3,610 57

Total.....	\$55,811 17	
------------	-------------	--

Mr. Cyrille Bélisle, jr., of Deschambault, was granted an apprentice pilot's license on 20th October.

The following list shows the name, age and residence of each apprentice pilot now serving his time under this authority :

No.	Name.	Age.	Residence.
1	Nadeau, J. B.	33	Lévis.
2	Naud, Aubert.	37	Deschambault.
3	Bouillé, Narcisse.	31	do
4	Léveillé, Joseph.	28	Batiscan.
5	Sauvageau, Josephat.	29	Deschambault.
6	Dussault, Napoléon.	29	do
7	Perron, Sévère.	33	do
8	Arcand, Barthélemi.	29	Lachevrotière.
9	Bélisle, Prudent.	28	Deschambault.
10	Arcand, George.	27	Lachevrotière.
11	Toupin, Constant.	25	Three Rivers.
12	Perrault, George.	25	Deschambault.
13	Bélisle, Arthur.	30	do
14	Bélanger, Charles.	21	Lotbinière.
15	Pleau, J. E.	22	St. Anne de la Pérée.
16	Hamelin, Théodule.	17	Grondines.
17	Perrault, Anthyme.	23	Deschambault.
18	Raymond, J. N.	21	do
19	Bélisle, Cyrille.	23	do

There were during the season several groundings of vessels, but no one of them was of a serious nature.

On 18th May the s.s. "Athens," while in charge of Pilot Joseph Pleau, went aground just below the new Maisonneuve Pier, within the harbour of Montreal, when approaching her berth there.

An enquiry was held at Captain Robertson's request, when the commissioners, after hearing the evidence, decided that the pilot was deserving of censure in that he had not informed himself as to the approach to this new wharf before assuming charge of a vessel for that part of the harbour; but, in view of the fact that the channel was not as fully buoyed as it will be when the pier is completed, they agreed that the charge be disposed of by a caution and reprimand.

On the 3rd September the ship "Tobique," in charge of Pilot Gédéon Groleau, and in tow of the steam-tug "Lord Stanley," also went aground just below the Maisonneuve Pier.

Captain McLaren laid a complaint against the pilot and an investigation was ordered to be held, but owing to the non-attendance of the vessel's officers at the same the case had to be dismissed.

The captain afterwards, by letter from Batiscan, explained his non-appearance, but it was then too late under the law to reopen the enquiry.

On the 14th September the s.s. "St. Asaph," in charge of Pilot Jean Arcand, when coming to anchor took a sheer and went aground to the northward of the channel below the Varennes Curve.

At the enquiry, the commissioners, after hearing the evidence, severely reprimanded the pilot for attempting to anchor in an unsuitable part of the channel, and also for unskilful handling of the steamship a week later, when a large red spar buoy was carried away by the vessel's propeller, as she was leaving the Maisonneuve Pier.

On 13th October Pilot Damase Caien was suspended to the end of the year, for having gone on board the s.s. "Newminster" early on the morning of the 6th October under the influence of liquor, and thereby caused annoyance to the agent and captain, and loss of time in looking for another pilot for the vessel.

The maintenance of the buoys and beacons by the Sincennes-McNaughton line was carried out during the season to the general satisfaction of the commissioners.

The tariff of pilotage is the same as has been in force since 5th March, 1877.

The following is an extract from it :—

Quebec to Montreal, and <i>vice versa</i> .	Upwards.	Downwards.
	\$ cts.	\$ cts.
Pilotage of vessels in tow of steamers, for each foot of draft of water.....	2 00	2 00
do propelled by steam do	2 50	2 50
do under sail do	4 20	2 80
Moving a vessel from one wharf to another in the harbour at Montreal, or from the harbour into the Lachine Canal.	5 00	5 00

The amounts received and expended by the harbour commissioners, as pilotage authority of the district, apart from their receipts and disbursements in trust for the Montreal Decayed Pilot Fund, of which the annual report and statements were sent you on 12th instant, certified by Messrs. Riddell & Common, chartered accountants, were as follows :—

Received.

From four pilots, the fee for their license as pilots (\$10 each) . .	\$ 40 00
From two apprentice pilots, the fee for their license (\$5 each) . .	10 00
Total	\$ 50 00

Expended.

To Messrs. Abbotts, Campbell & Meredith, for professional services	\$ 32 00
To 20 copies Pilotage Act	2 00
To Theo. Robinson, printing, stationery, &c.	21 62
To Charles Garriepy, services as pilot agent at Quebec	600 00
do allowance for postage	5 00
	<u>\$660 62</u>

The deficiency of \$610.62 was made up out of the harbour revenue.

I have the honour to be, Sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary.

STATEMENT showing the Number of Branch Pilots for and above the Harbour of Quebec, on the Active List, on the 31st December, 1891, their Age, Residence, Number of Pilotages, Earnings, and whether employed on Special Service or on Tour de Rôle.

No.	Name.	Age.	Residence.	Date of Branch.	No. of trips to Mont-real.		No. of trips to intermediate places.		Total No. of trips.	Earnings to Montreal.		Earnings to intermediate ports.	Total Earnings.	Employed on Special Service or on Tour de Rôle.
					In.	Out.	In.	Out.		\$	cts.	\$	cts.	
1	Bouillé, Zepherin	62	Deschambault	Mar.	1	55	14	15	29	1,667	67	89	67	Allan Line.
2	Dufresne, Athanase	57	do	do	2	62	3	3	6	191	66	89	67	Tour de Rôle (superannuated June 28).
3	Gagnon, Pierre	63	Three Rivers.	Nov.	27	66	12	12	2	1,244	19	89	67	Allan Line; member Pilot Committee, '91
4	Naud, Onésime	49	Deschambault	Mar.	16	70	14	15	29	1,530	03	1,130	01	do
5	Hamelin, J. Octave	57	do	do	16	70	15	15	30	1,130	01	1,130	01	Intercolonial Coal Co.
6	Chandonnet, Jos.	50	St. Henri de Lévis.	Aug.	2	70	15	15	30	1,681	24	1,681	24	Beaver Line; member Pilot Com'ttee, '92
7	Bouillé, Louis A.	54	Deschambault	Sept.	1	70	13	13	26	1,463	35	1,463	35	Allan Line.
8	Beaudet, Prudent	50	Lotbinière	Oct.	10	70	12	12	24	1,360	40	1,360	40	Dominion Line.
9	Bellisle, Elzéar	57	Deschambault	do	10	70	15	15	30	661	40	661	40	Thos. Fraser and Co.
10	Pleau, Joseph	54	Ste. Anne de la Parade.	do	10	70	7	5	14	477	94	53	25	Tour de Rôle; cautioned and reprimanded June 2.
11	Brunet, Celestin	47	172 Jacques-Cartier St., Monl.	Feb.	28	72	14	17	31	1,559	33	1,559	33	Donaldson Line.
12	Bellisle, Louis	45	Deschambault	do	28	72	11	11	22	1,238	94	68	25	Dominion Line; mem. Pilot Com'ttee, '92
13	Caen, Danase	53	Portneuf	Oct.	1	72	6	4	2	380	22	68	25	Tour de Rôle; suspended from Oct. 13 to end of year.
14	Grolean, Uric	43	Grondines	do	30	72	8	9	2	676	81	64	00	Tour de Rôle; mem. Pilot Committee, '91.
15	Frenette, Alfred	52	Portneuf	do	30	72	11	15	26	1,225	13	1,225	13	McLean, Kennedy & Co.
16	St. Anant, Alfred	47	Deschambault	do	30	72	14	15	2	1,059	79	116	63	Jas. & R. McLea.
17	Belanger, Philippe	52	Lotbinière	Apr.	8	74	7	7	2	615	90	123	75	Tour de Rôle.
18	Gagnon, Victor	55	Champlain	do	9	74	8	8	16	856	66	856	66	Hurling, Ronald & Co.
19	Perrault, Narcisse	54	Deschambault	do	10	74	14	14	28	1,448	47	1,448	47	R. Reford & Co.; President Pilot Committee, 1891; re-elected for 1892.
20	Toupin, Trefflé	42	Lake Bouchette, Lke. St. John.	Sept.	22	74	5	10	3	500	61	224	66	S. S. "Petunia" to Sept. 11; afterwards on Tour de Rôle for balance of season.
21	Auger, Cleophas	45	Point Lévis	do	22	74	16	15	31	1,699	35	1,699	35	Beaver Line.
22	Desjardis, François	44	Lavaltrie	Apr.	8	75	8	11	14	628	13	628	13	Tour de Rôle.
23	Labrache, Ferdinand	49	Portneuf	do	8	75	11	6	22	1,241	22	1,241	22	Dominion Line.
24	Perrault, David	48	Deschambault	do	9	75	16	16	3	1,266	80	186	93	F. C. Henshaw; Sec. Pilot Committee, '92.
25	Gauthier, Alexis	43	do	Jan.	15	78	10	11	1	1,074	58	21	56	R. Reford & Co.
26	Bouillé, Louis Z.	41	do	do	16	78	14	14	22	1,602	48	1,602	48	Allan Line.
27	Toupin, Joseph	41	Champlain	Nov.	15	78	20	19	39	1,529	75	1,529	75	Black Diamond Line.

28	Gauthier, Laurent	Dec.	10,	79	11	11	...	...	22	1,266	30	1,266 00	1,266 00	Dominion Line.
29	Arcand, Jean	do	10,	79	6	7	2	4	19	558	30	558 30	729 13	Tour de Rôle; severely reprimanded Sept. 29; member Pilot Committee, 1892.
30	Nault, Deloovie	do	10,	79	19	21	...	...	40	1,515	62	1,515 62	1,515 62	Black Diamond Line.
31	Gauthier, Wilbrod	do	10,	79	14	14	1	...	29	1,582	05	1,582 05	37 34	Allan Line.
32	Mayrand, Louis	Ste. Anne de la Pêrade.	do	9,	80	14	...	...	27	1,128	96	1,128 96	1,128 96	Black Diamond Line.
33	Dufresne, George	Deschambault	do	10,	80	7	3	3	20	564	88	564 88	157 00	Tour de Rôle; reinstated April 28, with caution.
34	Arcand, Norbert	Champlain	do	10,	80	17	1	1	34	1,236	01	1,236 01	1,236 66	Hy. Dobell & Co.; mem. Pilot Com., 1891.
35	Toupin, Uldoric	do	do	11,	80	7	1	2	17	679	73	679 73	776 66	Tour de Rôle.
36	Bouillé, Tandrede	Deschambault	do	11,	80	10	13	...	23	1,190	08	1,190 08	1,190 08	Hansa Line; Sec. Pilot Committee, 1891.
37	Arcand, Nestor	do	Feb.	20,	84	16	16	...	32	1,214	79	1,214 79	1,214 79	Ross & Co., Quebec.
38	Nault, John	do	do	20,	84	9	8	...	17	904	75	904 75	904 75	Thomson & Ross Line.
39	Dussault, Joseph	do	do	20,	84	17	16	...	33	1,267	08	1,267 08	1,267 08	J. & R. McLea.
40	Groleau, Gédéon	Grondines	May	20,	87	8	1	1	16	634	16	634 16	710 41	Tour de Rôle; complaint dismissed Sept. 29.
41	Bellisle, Néré	Deschambault	do	20,	87	17	19	...	36	1,348	72	1,348 72	1,348 72	Black Diamond Line.
42	Perrault, Liboire	do	Apr.	20,	88	7	8	3	21	555	85	555 85	724 57	Tour de Rôle.
43	Raymond, Wilfrid	do	do	20,	88	10	10	...	20	1,101	84	1,101 84	1,101 84	Thomson & Ross Line.
44	Hurteau, Joseph	Contrecoeur	Mar.	20,	89	17	16	2	37	1,338	30	1,338 30	1,454 22	F. C. Henshaw.
45	Perrault, Edouard	Deschambault	do	20,	89	8	7	7	28	604	16	604 16	950 31	Carbray, Routh & Co.
46	Bouillé, Lydoric	do	do	20,	89	10	9	1	20	988	96	988 96	1,023 64	Hansa Line.
47	Dussault, Honoré	Ste. Petronille	July	16,	89	11	12	2	1	26	892	90	83 57	Ross Line.
48	Brière, Arthur	Portneuf	Apr.	28,	91	7	7	1	15	639	94	639 94	691 44	Tour de Rôle.
49	Labranche, J. S.	do	do	28,	91	8	9	1	2	780	28	780 28	860 87	do
50	Perrault, Alexis	Deschambault	do	28,	91	10	7	1	18	777	82	777 82	819 82	do
51	Dufresne, N. Côme	do	June	23,	91	6	7	...	13	562	10	562 10	562 10	do
Total										53,383	34	53,383 34	2,427 83	55,811 17

ALEXANDER ROBERTSON,
Secretary.

HARBOUR COMMISSIONERS' OFFICE,
MONTREAL, 19th January, 1892.

HARBOUR COMMISSIONERS OF MONTREAL,

SECRETARY'S OFFICE, MONTREAL, 12th January, 1892.

WILLIAM SMITH, Esq.,

Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit herewith, for the information of the Honourable Minister of Marine and Fisheries, the usual statements of (1) Receipts and Disbursements of the Montreal Decayed Pilot Fund for the year ended 31st December, 1891, and (2) Assets belonging to the Fund at 31st December, 1891.

The following is an abstract of the former :—

Receipts.

Trinity dues collected at Montreal.....	\$ 2,642 01	
do do Sorel.....	80 00	
do do Three Rivers and at Batiscan....	29 07	
do do Batiscan in 1890..	10 14	
Sundry small amounts of poundage.....	15 93	
		2,777 15
Interest on investments and on cash in bank.....		2,589 94
		<u>\$ 5,367 09</u>

Disbursements.

Pensions to old and infirm pilots and widows of pilots.....	\$ 4,285 82	
Messrs. Riddell & Common, for audit of fund	25 00	
Postage stamps and stationery.....	8 39	
		4,319 21
Showing a net gain for the year of.....	\$ 1,047 88	

During the year three of the pensioners died, namely, Dame L. Narcisse Bouillé (née Hortense Proulx) on 21st February, Dame Eusèbe Toupin on 29th May, and Dame L. Narcisse Bouillé (née Marie Anne Arcand) on 7th October.

On 21st April pilots Hubert A. Belislé, Augustin Naud and Cyrille Bélisle were superannuated on account of age and infirmity, and their names were placed on the list of pensioners as from 1st May.

On 23rd June Pilot Athanase Dufresne made application to the commissioners to be superannuated on account of failing health, and his name was also added to the list of pensioners as from 1st August.

On 28th April the commissioners decided that the pension of all superannuated pilots who had served about thirty years should be increased from \$300 to \$360 per annum, the increase to date from 1st May.

There are now on the list eight old pilots at \$360 per annum, and fourteen widows, of whom eleven receive \$149.32, two \$128.00 and one \$117.32. per annum.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary.

1891.	To	1891.	\$	cts.	By	\$	cts.
Jan. 2..	Balance from December, 1890.....	Feb.	1,071	32	Pensions paid to the following for three months ended 31st January—		
do 2..	Six months' interest due 1st January on the shares of the city of Montreal consolidated fund, viz., \$5,000, 5 per cent stock.....	do 2..			Widow Hubert Lemay, Montreal.....	37	33
do 6..	Poundage collected at Batiscan in 1890 per Collector H. M. Customs, Three Rivers.....	do 4..	125	00	do Olivier Abelle do.....	37	33
do 7..	Harbour of Montreal coupons, due 5th January—	do 4..	10	14	do Adolphe Lisé, Batiscan.....	37	33
	Series M, Nos. 154-156 = 3 x \$32.50 = \$99.50	do 5..			Old Pilot, Joseph Leveillé, Montreal.....	75	00
	do N do 36-43 = 8 x 65.00 = 520.00	do 5..			J. B. Dorval, Cap de la Madeleine.....	75	00
	do P do 81 = 1 x 60.00 = 60.00	do 5..			Onésime Naud, Sorel.....	75	00
	do R do 20 & 102 = 2 x 15.00 = 30.00	do 5..			George Raymond, Deschambault.....	75	00
	do R do 117-119 = 3 x 30.00 = 90.00	do 5..			Widow Isate Beaudry, Sorel.....	37	33
	do D do 21 & 45-49 = 6 x 25.00 = 150.00	do 5..			do Sévère Bellisle, Deschambault.....	37	33
	do F do 164-172 = 9 x 20.00 = 180.00	do 5..			do Zéphérin Boudreau, Three Rivers.....	37	33
		do 5..			do Edouard Boudreau do.....	37	33
		do 5..			do L. David Bouillé, Deschambault.....	29	33
		do 5..	1,127	50	do Narcisse Bouillé, <i>née</i> Marie Anne Arcand, Deschambault.....	37	33
May 30..	Trinity dues for May, from Collector H. M. Customs, Montreal.....	do 5..			do Ls. Narcisse Bouillé, <i>née</i> Hortense Proulx, Deschambault.....	37	33
June 5..	Poundage (additional) on SS. "Greetlands" downwards.....	do 5..	222	96	do Jas. Léandre Dussereau, Sorel.....	37	33
do 10..	Pilot Honoré Dussault, poundage on Bk. "Primus," Montreal to Pierreville; draft, 14 feet.....	do 5..	0	19	do Placide Gaillardet, St. Grégoire.....	37	33
do 23..	Pilot Damase Cayen, poundage on SS. "Joseph L. Colby," from Montreal to Quebec; draft, 5 feet 9 inches.....	do 5..	1	05	do David Mathieu, Groulins.....	32	33
		do 5..			do Zéphérin Mayrand, Contrecoeur.....	37	00
		do 5..			do Edouard Naud, Sorel.....	32	00
		do 5..			do Ensébe Toupin, Three Rivers.....	32	00
do 30..	Trinity dues for June from Collector H. M. Customs, Montreal.....	do 16..	1	18	do Olivier Raymond, Montreal.....	37	33
July 8..	Six months' interest, due 1st July on the shares of the city of Montreal consolidated fund, viz., \$5,000, 5 per cent stock.....	Mar. 6..	404	76	Riddell & Common, for audit of this fund for the year ended 31st December, 1890.....	25	00
do 11..	Harbour of Montreal coupons, due 5th July—	do 24..			J. Theo. Robinson, printing pension letters.....	2	00
	Series M, Nos. 154-156 = 3 x \$32.50 = \$97.50				Pensions paid to the following for three months ended 30th April—		
	do N do 36-43 = 8 x 65.00 = 520.00	May 1..	125	00	Widow Olivier Abelle, Montreal.....	37	33
	do P do 81 = 1 x 60.00 = 60.00	do 1..			do Hubert Lemay do.....	37	33
	do R do 20 & 102 = 2 x 15.00 = 30.00	do 4..			do Isate Beaudry, Sorel.....	37	33
	do R do 117-119 = 3 x 30.00 = 90.00	do 4..			do Sévère Bellisle, Deschambault.....	37	33
	do R do 21 & 45-49 = 6 x 25.00 = 150.00	do 4..			do Zéphérin Boudreau, Three Rivers.....	37	33
	do F do 164-172 = 9 x 20.00 = 180.00	do 4..			do Edouard Boudreau do.....	37	33
	do G do 289-290 = 2 x 20.00 = 40.00	do 4..			David Bouillé, Deschambault.....	29	33
		do 4..			do Narcisse Bouillé, <i>née</i> Marie Anne Arcand, Deschambault.....	37	33
		do 4..	1,167	50	do Placide Gaillardet, St. Grégoire.....	37	33
		do 4..			do Adolphe Lisé, Batiscan.....	37	33
do 14..	Pilot Cléophas Auger, poundage on U. S. steamer "Shrewsbury," 4 feet draft.....	do 4..	0	50	do Zéphérin Mayrand, Contrecoeur.....	37	33
		do 4..			do Edouard Naud, Sorel.....	32	00
	Carried forward.....				Carried forward.....		

ALEXANDER ROBERTSON, Treasurer, in Account with the Decayed Pilotage Fund—*Concluded.*

Cr.

Dr.	1891.	Brought forward.....	\$	cts.	1891.	Brought forward.....	\$	cts.	Cr.
	July 31..	To Trinity dues for July, from Collector H. M. Customs, Montreal.....			do	By Widow Ensebe Toupin, Three Rivers.....			
	Aug. 13..	Pilot Liboire Perrault, poundage on American yacht "Sagamore," with 12 feet draft, from Quebec and back.....	428	71	do	do Old Pilot, Onésime Naud, Sorel.....		32	00
	do 18..	Pilot C. Brunet, poundage on American steamer "Ontario," from Alexandria Bay to New York, <i>viâ</i> Quebec; draft, 5 feet.....	3	00	do	do George Raymond, Deschambault.....		75	00
	do 31..	Trinity dues for August, from Collector H. M. Customs, Montreal.....			do	do J. B. Dorval, Cap de la Madeleine.....		75	00
	Sept. 17..	Pilot Arthur Briere, poundage on pilotage of H. M. S. "Tourmaline," from Quebec to Montreal; draft, 19 feet 1 inch.....	0	62	do	Widow David Mathieu, Grondines.....		32	00
	do 30..	Trinity dues for September, from Collector H. M. Customs, Montreal.....	454	66	do	do Jos. Léandre Dussereau, Sorel.....		37	33
	Oct. 19..	Poundage on pilotage of schooner "White Cloud," from Chicago to New York; draft, 8 feet 8 inches.....	2	38	do	Old Pilot, Joseph Leveillé, Montreal.....		75	00
	do 31..	Trinity dues for October, from Collector H. M. Customs, Montreal.....			June 1..	Widow Olivier Raymond.....		37	33
	Nov. 25..	P. B. Vanasse, Collector H. M. Customs, Three Rivers, amount of poundage collected at Three Rivers and Batiscan during season of 1891— Cheque on Three Rivers.....	459	56	do	C. Narcisse Bouillé, Deschambault, universal legatee and executor of the late Dame Hortense Proulx, widow of pilot Narcisse Bouillé, the three months' pension which would have been due her on 1st May, she having died on the 21st February, 1891.....			
		Less—Bank collection.....	1	21	do 16..	Miss Caroline Toupin, Three Rivers, universal legatee of the late Dame Marguerite Marchand, widow of pilot Ensebe Toupin, the three months' pension which would have been due her on 1st August, she having died on 29th May.....		37	33
			348	14	June 30..	(See Board Minutes of 5th May, 1891.) By Postage stamps supplied by the Harbour Commissioners of Montreal for six months ended 30th June, in remitting pensions by registered letter.....		32	00
			29	07	By Pensions paid to the following for three months ended 31st July—			2	64
	do 30..	Trinity dues for November, from Collector H. M. Customs, Montreal.....	323	22	Widow Olivier Abelle, Montreal.....			37	33
	Dec. 3..	F. L. King, Master U. S. steamer "Pentagoet" to Quebec, poundage on 9 feet draft.....	1	12	do Hubert Lemay.....			37	33
	do 7..	Jos. Mathieu, Collector H. M. Customs, Sorel, amount of pilotage collected at Sorel, from 30th November, 1890, to 1st December, 1891, as per statement dated 1st December.....			do Adolphe Lisé, Batiscan.....			37	33
		Less—Cost of bank draft.....	80	00	do Edouard Naud, Sorel.....			32	00
	do 12..	Charles Garriepy, Montreal, pilotage agent at Quebec, poundage on— H. M. S. "Tourmaline" down.....			Old Pilot, Joseph Leveillé, Montreal.....			90	00
		Ship "Carin" to Batiscan up.....	2	38	do Augustin Naud.....			90	00
		do "Progress" do.....	1	13	Widow Isabe Beaudry, Sorel.....			37	33
	do 31..	Interest from Montreal City and District Savings Bank on money at deposit during the year at 3 per cent.....	1	17	do Sévère Bellisle, Deschambault.....			37	33
			44	94	do Zépherin Boudreau, Three Rivers.....			37	33
					do Edouard Boudreau.....			37	33
					do David Bouillé, Deschambault.....			29	33
					do Narcisse Bouillé.....			37	33
					do Jos. Léandre Dussereau, Sorel.....			37	33
					do Placide Gaillardet, St. Grégoire.....			37	33
					do David Mathieu, Grondines.....			32	00
					do Zépherin Mayrand, Contrecoeur.....			37	33
					do Zépherin Mayrand, Contrecoeur.....			90	00
					Old Pilot, J. B. Dorval, Cap de la Madeleine.....			90	00
					do Onésime Naud, Sorel.....			90	00
					do George Raymond, Deschambault.....			90	00

do	5.	Cyrille Bellisle	do	90 00
do	5.	Hubert A. Bellisle	do	90 00
do	6.	Widow Olivier Raymond, Montreal.	do	37 33
do	23.	Zépherin Bouillé, universal legatee of the late Dame Louis Narcisse Bouillé, <i>née</i> Marie Anne Arcand, amount of three months' pension which would have been due her on 1st November, she having died on 7th October.		
		(See Board Minutes of 13th October.)		
		By Pensions paid to the following for three months ended 1st November—		
Nov.	2.	Widow Olivier Abelle, Montreal	do	37 33
do	2.	do Hubert Lemay	do	37 33
do	2.	do David Mathieu, Grondines.	do	32 00
do	2.	do Olivier Raymond, Montreal.	do	37 33
do	2.	do Old Pilot, Joseph Leveillé	do	90 00
do	2.	do do Augustin Naud	do	90 00
do	4.	do do Isate Beaudry, Sorel.	do	37 33
do	4.	do do Zéphérin Bellisle, Deschambault.	do	37 33
do	4.	do do Zéphérin Boudreau, Three Rivers.	do	37 33
do	4.	do do Edouard Boudreau	do	37 33
do	4.	do do David Bouillé, Deschambault.	do	29 33
do	4.	do do Jos. Léandre Dusseureau, Sorel.	do	37 33
do	4.	do do Placide Gaillardet, St. Grégoire.	do	37 33
do	4.	do do Adolphe Lisé, Batiscan.	do	37 33
do	4.	do do Zéphérin Mayrand, Contrecoeur.	do	37 33
do	4.	do do Edouard Naud, Sorel.	do	32 00
do	4.	do do Old Pilot, J. B. Dorval, Cap de la Madeleine.	do	90 00
do	4.	do do Onésime Naud, Sorel.	do	90 00
do	4.	do do George Raymond, Deschambault.	do	90 00
do	4.	do do Cyrille Bellisle	do	90 00
do	4.	do do Hubert A. Bellisle	do	90 00
do	4.	do do Athanase Dufresne	do	90 00
Dec.	31.	Postage on pensions for six months to 31st December, 1891.		3 75
do	31.	Balance to January, 1892.		2,119 20
		Total.		6,438 41

ALEXANDER ROBERTSON,
Treasurer.

MONTREAL, 31st December, 1891.
Verified—RIDDELL & COMMON, *Auditors.* }
MONTREAL, 12th January, 1892.

HARBOUR COMMISSIONERS, MONTREAL, TRUSTEES DECAYED PILOT FUND.

STATEMENT OF THE FUND.

Nos.	Series.		\$ cts.
<i>Montreal Harbour Debentures.</i>			
154-156.....	M.....	(Due 5th January, 1894) interest $6\frac{1}{2}$ per cent, $3 \times 1,000$	3,000 00
36-43	N.....	(do 5th July, 1894) do $6\frac{1}{2}$ do $8 \times 2,000$	16,000 00
81	P.....	(do 5th do 1896) do 6 do $1 \times 2,000$	2,000 00
20 and 102.....	R.....	(do 5th do 1906) do 6 do 2×500	1,000 00
117-119.....	R.....	(do 5th do 1906) do 6 do $3 \times 1,000$	3,000 00
21 and 45-49.....	D.....	(do 5th do 1915) do 5 do $6 \times 1,000$	6,000 00
164-172	F.....	(do 5th do 1917) do 4 do $9 \times 1,000$	9,000 00
189-190.....	G.....	(do 5th do 1918) do 4 do $2 \times 1,000$	2,000 00
<i>City of Montreal Consolidated Fund.</i>			
165		(Due 1st July, 1910) interest 5 per cent, 50×100	5,000 00
		Cash in Montreal City and District Savings Bank at 3 per cent interest.....	2,119 20
Total			49,119 20

ALEXANDER ROBERTSON,
Treasurer.

MONTREAL, 31st December, 1891.

We hereby certify that we have examined the entries for the year 1891, as recorded on preceding pages, and have found them to agree with vouchers on file; also that debentures and certificates covering the sum of \$49,119.20, as enumerated on statement above, have this day been submitted for our inspection.

RIDDELL & COMMON,
Auditors.

MONTREAL, 12th January, 1892.

APPENDIX No. 2.

QUEBEC HARBOUR COMMISSIONERS' REPORT AS PILOTAGE
AUTHORITY FOR THE YEAR 1891.

(Under 36 Victoria, Chapter 54.)

QUEBEC, 2nd January, 1892.

Hon. CHAS. H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the Pilotage Act, 36 Victoria, chapter 54, section 4, I have the honour to submit the following report from the Quebec Harbour Board as pilotage authority for the year 1891.

SERVICE OF PILOT STATIONS.

The operations of the year began on the 21st of April by the despatch of pilot schooner No. 2 with eight pilots.

On the 2nd of May sixteen left on schooner No. 5, and on the 16th of same month twenty-one by schooner No. 1.

From 9th May to 25th May fifty-five were despatched to the pilot stations over the Intercolonial Railway.

As usual, all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the commissioners.

OLD PILOTS.

Under section 36 of the Pilotage Act, all the old pilots, thirteen in number, who had attained the age of sixty-five and over, were brought before the pilotage authority, before the opening of navigation, in order to establish whether they could or could not continue in the exercise of their duties for the ensuing year. They were all found to be able to perform their duties, and their licenses were consequently renewed for one year.

PILOTS SUPERANNUATED.

Two pilots, Jean Chassé and F. X. Dallaire, have been pensioned, at their own request, during the year.

Dallaire had attained the age of seventy-five and had been fifty years in active service, and Chassé was of the same age and had been forty-eight years in active service.

TRIALS.

Seven pilots have been brought before the pilotage authorities during the season of navigation, six of them on complaints lodged by shipmasters, and one, the grounding of s.s. "Eveline" on White Island, under 45 Victoria, chapter 32, section 4, by the commissioners themselves. In the above cases six were found guilty, and in one the charge was declared *not proven*.

One of the pilots who was tried during the year (Jean A. Lachance, No. 123) lodged an appeal against the judgment condemning him. The Superior Court dismissed the appeal with costs, and sustained the commissioners' judgment.

A statement annexed to this report conveys all the particulars as to the nature of the complaint and the result of the investigation in each case.

APPRENTICE PILOTS.

One apprentice pilot, Hermenegilde Paquet, was accidentally killed, about the 25th November last, by falling into the hold of the s.s. "Tiber," Captain Jean Delisle, at Little Bay, Newfoundland.

This leaves eight names on the present list, only six of which are to be counted, the two others, through their long absence, being considered dead.

As stated in the last report, these six apprentices cannot be admitted to pass their examination before the number of pilots is reduced to 125, as provided for in section 8 of 45 Victoria, chapter 52.

COMPLAINTS AGAINST PILOTS AND PILOTAGE SERVICE.

During the year three complaints coming under this heading have been lodged—two from masters of vessels, the "Adriane" and "Kommander Svent Foyne," and the third from the Department of Marine, Ottawa, complaining that the pilot of the s.s. "Alert" had demanded \$10 more than the authorized rates, and asking that his conduct in thus asking additional pilotage dues should be investigated.

In the first two cases mentioned, that of the "Adriane" and "Kommander Svent Foyn," satisfactory explanations have been received from the pilot board, and in the matter of the complaint against the pilot of s.s. "Alert," it was decided that the commissioners had no jurisdiction.

EXAMINATION OF MOUTH OF RIVER ST. CHARLES.

The examination commenced last fall and discontinued on account of the lateness of the season at the mouth of the St. Charles River, where it was claimed that the s. s. "Oregon" had touched or struck some obstruction in the fairway, was resumed this summer, and after the most careful search no obstruction of any kind was found to exist.

At the request of the commissioners a buoy has been placed by the Department of Marine on the edge of shoal Beauport Flats, about one and a half miles below the Louise Embankment, and generally supposed to be the spot upon which the Dominion mail s. s. "Oregon" struck last fall.

NIGHT SIGNALS.

It is remarkable that up to this year there has not been a night signal for safe entrance to the port of Quebec. The serious accident to the Dominion line mail s. s. "Oregon," fall of 1890, called attention to the fact, and this summer a series of experiments have been made by the harbour commissioners to overcome this drawback, resulting at last in success. A range signal has been established by means of a strong red light on the eastern end of the Louise Embankment, and two similar ones on the battery at top of Dog Hill, which affords a safe guide at night to all vessels entering and leaving the harbour.

PILOTAGE RATES.

The earnings of the pilots for and below the harbour of Quebec, not having averaged during the past three years the minimum required by law, *i.e.*, the amount of six hundred dollars, in accordance with the provisions of the "Pilotage Act" (section 15 of chap. 80, Revised Statutes of Canada), the commissioners during the month of June re-enacted the by-law allowing the seven and a half per cent increase in pilotage rates. This was sanctioned by His Excellency the Governor General in Council on the 26th day of June, and will remain in force for three years from that date.

PERIODICAL EXAMINATION OF PILOTS.

At the request of representatives of the shipping interests at Montreal, the Department of Marine wrote the commissioners at the close of last year as to the necessity of

instituting a periodical examination in regard to the efficiency of the pilots on the active list for and below the harbour of Quebec. After giving this question careful consideration, the commissioners decided that under the present pilotage laws they had no power to make this examination. Correspondence on this subject annexed.

DEATHS.

One pilot has died during the year, David F. Pelletier. He was thirty-nine years old and had been in active service since 1876.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting, held the 10th day of December instant, the pilots re-elected the following directors to their corporation for the ensuing year:—Messrs. Joseph Fortier, Auguste Despres, Laurent Godbout, Joseph Philippe Couillard, Jean Baptiste Tremblay and Jean Baptiste Talbot; and at a meeting of the new board held the following day Mr. Joseph Fortier was unanimously re-elected president.

Annexed to the present report are various statements, not therein alluded to, which contain all the information yearly conveyed to your department by the commissioners in their capacity of pilotage authority.

I have the honour to be, sir,

Your obedient servant,

JAS. WOODS,

Secretary-Treasurer.

CORRESPONDENCE *re* "PERIODICAL EXAMINATIONS OF LICENSED PILOTS ON ACTIVE LIST."

OTTAWA, 22nd December, 1890.

SIR,—The representatives of the shipping interests at Montreal have recently laid before the department, the necessity for instituting a periodical examination in regard to the efficiency of the pilots on the active list for and below the harbour of Quebec. I have to request that this matter may be brought under the notice of the harbour commissioners for their report, and that you will inform me as to the number of pilots on the active list at present of the age of sixty-five years and upwards.

I am, sir, your most obedient servant,

WILLIAM SMITH,

Deputy Minister of Marine.

The Secretary, Harbour Commissioners,
Quebec.

HARBOUR COMMISSIONERS' OFFICE, QUEBEC, 19th January, 1891.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—In reply to your letter of 22nd ultimo, stating "that the representatives of the shipping interests at Montreal had recently laid before the department, the necessity of instituting a periodical examination into the efficiency of the pilots on the active list for and below the harbour of Quebec."

I am directed to say that the commissioners are of opinion that they have no right as the "Pilotage Authority" to make such an examination, and I enclose herewith a copy of a letter received from our legal advisers confirmatory of this decision.

I remain, sir, your obedient servant,

JAMES WOODS,

Acting Secretary-Treasurer.

QUEBEC, 5th January, 1891.

JAMES WOODS, Esq.,
Secretary-Treasurer, Quebec Harbour Commissioners,
Quebec.

DEAR SIR,—I am in receipt of your favour of the 3rd inst., and have carefully perused the "Pilotage Act" with a view of advising the commissioners as to whether they have the power to order a periodical examination of pilots under their jurisdiction, and of withdrawing their branches from such of the pilots as should, upon examination prove to be incompetent.

The powers of the harbour commissioners in the premises are contained in the Revised Statutes of Canada, chapter 49, section 15, and in so far as the matter under inquiry is concerned, are covered by sub-sections (a) (f) (i) and (j.) These sections read as follows:—

Subject to the provisions of this Act or any Act for the time being in force in its pilotage district, every pilotage authority shall have power from time to time, by by-law confirmed by the Governor in Council, to do all or any of the following things within its district, that is to say :

(a.) To determine the qualification in respect of age, time of service, skill, character and otherwise required of persons applying to be licensed as pilots.

(f.) To make regulations for the government of the pilots licensed, and the masters and mates, if any, holding certificates from such pilotage authority, and for insuring their good conduct and constant attendance to an effectual performance of their duty, on board and on shore, and for the government of apprentices, and (elsewhere than in the pilotage district of Quebec) for regulating the number of apprentices.

(i.) To provide for the compulsory retirement of licensed pilots having attained the age of sixty-five years, subject to the provisions contained in section thirty-two of this Act.

(j.) To provide for the compulsory retirement of licensed pilots proved on oath before the pilotage authority to be incapacitated by mental or bodily infirmity, or by habits of drunkenness before attaining the age of sixty-five years.

I understand sub-section (a) to be limited to the determining of the qualifications of persons applying to be licensed in the first instance or for a removal of license after attaining the age of sixty-five years, as provided in section 32 of the Act.

Sub-section (f) empowers the commissioners to make regulations for the government of the pilots licensed, and for insuring their good conduct and constant attendance to and effectual performance of their duty, on board and on shore. It appears to me that a periodical examination of the qualifications of the pilots could be ordered by by-law, as being regulations for the effectual performance of their duty, nevertheless, the question is not free from doubt.

Sub-section (j) of course provides for certain specific incapacities, but the enforcement of the section requires the passing of a by-law.

It is possible that by-laws covering all these points have been passed by the commissioners, but as I am not informed upon this point, I mention the fact to avoid an uncertainty as to the course to be followed.

The vague nature of the representations of the Montreal Shipping interest leaves one in some doubt as to the cause of their complaint. If it be mental or bodily infirmity, or habitual drunkenness, the case is clearly covered by such section (j) If it be the age, that is covered by sub-section (i) If it be ignorance or general incapacity not coupled with specific vice, *I am in some doubt whether after a pilot has been once licensed the commissioners have power under sub-section (f) to take away that license.*

I remain, yours truly,

GUSTAVUS G. STUART.

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec on the Active List, on the 31st December, 1891; the Number who Retired, struck off the Active List or Died during the Year; the Number Temporarily Suspended; the Number who were unable to Serve; the Number in charge of the Government Steamers, &c., &c.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Régis Ménard.....	76	St. Valier.....	4	4	3	To his relief since 20th August.
2	Joseph Pouliot.....	76	St. John, Orleans.....	3	1	2	
3	Jean Dugas.....	75	Quebec.....	5	3	4	
4	Edouard Genest.....	73	St. Pétronille, Orleans.....	5	4	4	On pension from 15th March.
5	Joseph Dick.....	72	St. John, Orleans.....	4	4	4	
6	George Audet dit Lapointe.....	71	Garthby, Wolf.....	4	4	4	
7	François Dallaire.....	74	do.....	0	0	0	
8	David Bouffard.....	72	St. Laurent, Orleans.....	4	4	4	
9	Antoine Lapointe.....	67	Quebec.....	4	4	0	do
10	Jean Chasse.....	75	Cacouna.....	4	0	3	
11	François Dumas.....	73	Green Island.....	4	3	4	
12	Gilbert Baillargeon.....	69	St. Pétronille, Orleans.....	4	5	3	One of the Directors, re-elected. On his pension.
13	Jos. Phil. Couillard.....	69	Quebec.....	0	0	0	
14	Julien Dion.....	73	Green Island.....	0	0	0	
15	Jérémie Dufresne.....	73	Quebec.....	4	4	3	Allan Line, pilot.
16	Antoine Gobeil.....	63	St. Laurent, Orleans.....	11	11	2	
17	Pierre Fontaine.....	63	Quebec.....	8	8	2	Sick during 39 days.
18	Victor Demers.....	66	Lauzon, Lévis.....	4	3	2	
19	Joseph Plante.....	61	St. Paul's Bay.....	5	5	3	
20	Louis Thivierge.....	62	St. John, Orleans.....	5	4	4	Black Diamond Line.
21	Charles Francis Brown.....	63	Quebec.....	11	12	2	
22	Paul Pâquet.....	60	St. John, Orleans.....	5	8	4	
23	Joseph Pouliot.....	64	do.....	5	4	4	Allan Line.
24	George Normand.....	61	Crane Island.....	5	4	4	
25	David Damour.....	59	Trois-Pistoles.....	4	5	3	
26	Charles Vézina.....	57	St. Michel, Bellechasse.....	12	10	2	Master of S. S. "Miramichi."
27	Numa Lachance.....	57	do.....	11	11	2	
28	Annibal Bâquet.....	56	Quebec.....	14	14	2	
29	Joseph Gravel.....	62	do.....	4	5	4	One of the Directors, re-elected.
30	Auguste Couillard Després.....	55	Lauzon, Lévis.....	0	0	0	
31	Jean-Bte. Pouliot.....	50	St. John, Orleans.....	4	4	4	
32	Jean Gobeil.....	50	do.....	5	4	3	
33	Joseph Pâquet.....	54	do.....	5	4	3	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
34	Louis Edmond Morin.....	53	Quebec.....	9	12	1	Kansa Line.
35	Moise Lachance.....	54	St. John, Orleans.....	2	4	3	Suspended to 1st September, 1892.
36	Joseph S. Brown.....	57	Quebec.....	10	10	2	Dominion Line.
37	Hubert Raymond.....	52	do.....	4	8	4	
38	Achille Damour.....	52	St. Valer.....	5	4	4	
39	Cyrille Lapointe.....	52	St. Laurent, Orleans.....	4	4	3	
40	Joseph Pouliot.....	48	St. John, Orleans.....	4	4	3	
41	Edmond Laroche.....	41	St. Michel, Bellechasse.....	0	0	0	Inspector of Government light.
42	Ant. Thos. Chouinard.....	42	Pointe-au-Père.....	5	3	3	One of the Directors, re-elected.
43	Laurent Godbout.....	57	St. Laurent, Orleans.....	0	0	0	Dominion Line.
44	Adelme Pouliot.....	52	do.....	10	13	2	
45	Bart. Pepin dit Lachance.....	46	St. John, Orleans.....	5	4	3	
46	Frs.-Xav. Delisle.....	46	St. Romuald.....	5	3	4	
47	Jos. Pepin dit Lachance.....	57	Quebec.....	5	4	4	
48	Damien Eugène Boulanger.....	48	Tadoussac.....	0	0	0	Master of Saguenay station.
49	Cyprien Langlois.....	47	St. John, Orleans.....	4	4	4	
50	Jean Delisle.....	46	do.....	6	6	3	Master of S. S. "Tiber."
51	Nazaire Cardeat.....	44	Quebec.....	4	6	3	
52	Charles Normand.....	45	do.....	12	13	2	Employed by a collier.
53	Napoléon Rioux.....	46	St. Pétronille, Orleans.....	4	5	4	
54	Jean-Bte. Tremblay.....	48	Quebec.....	0	0	0	One of the Directors, re-elected.
55	Ray. Baquet dit Lamontagne.....	46	Notre-Dame, Lévis.....	15	15	2	Beaver Line.
56	Frs.-Xav. Lamarre.....	45	St. Valer.....	4	4	3	
57	Moise Pouliot.....	43	St. John, Orleans.....	12	10	2	Allan Line.
58	Paul Gobeil.....	45	do.....	5	4	3	
59	Chas. Alarie Raymond.....	43	Château-Richer.....	5	4	4	Thomson Line.
60	Victor Vézina.....	46	Quebec.....	10	10	2	Employed by a collier.
61	Louis Honorius Lachance.....	53	St. Michel, Bellechasse.....	11	11	2	Allan Line.
62	L. B. O. Goutron dit Laroche.....	45	do.....	14	8	2	
63	Chas. Hermie alias A. Bernier.....	46	do.....	5	7	3	
64	Louis Robert Demers.....	45	Quebec.....	0	0	0	Captain of S. S. "Druid."
65	Vital Ephrem Chamberland.....	51	Montreal.....	8	9	4	Employed by a collier part of season.
66	Joseph G. Dupil.....	44	Quebec.....	12	9	2	Allan Line.
67	Jean-Bte. Talbot.....	46	Berthier.....	0	0	0	One of the Directors, re-elected.
68	Joseph Fortier.....	47	St. John, Orleans.....	0	0	0	do
69	Nestor Lachance.....	46	do.....	5	5	4	do

70	Cyrille Audet dit Lapointe.....	46	St. Michel, Bellechasse.....	4	4	3	Employed by a collier. Black Diamond Line.
71	Joseph Lapointe.....	48	St. Laurent, Orleans.....	5	4	3	
72	Pierre Pepin dit Lachance.....	42	Montreal.....	9	9	2	
73	Théophile Gourdeau.....	47	Lauzon, Lévis.....	10	8	2	
74	Isidore Noël.....	41	St. John, Orleans.....	5	4	3	
75	Jean Evariste Adam.....	47	Trois-Saumons.....	4	4	4	
76	Alfred Larochelle.....	41	St. Michel, Bellechasse.....	16	13	2	Beaver Line.
77	Théophile Corriveau.....	44	Quebec.....	5	5	3	
78	Elzéar Godbout.....	43	do.....	12	9	1	Kansa Line.
79	George Couillard Després.....	43	Bienville, Lévis.....	4	5	3	
80	Pierre Gobeil.....	43	St. John, Orleans.....	4	4	4	
81	Théodule Pepin dit Lachance.....	46	Montreal.....	13	13	2	Employed by a collier.
82	Achille Treflé Simard.....	40	St. Joseph, Lévis.....	4	5	3	
83	Jean-Bte. Patoin.....	40	Bienville, Lévis.....	8	9	2	Black Diamond line.
84	Narcisse Lavoye.....	42	Ste. Lucie, Rimouski.....	0	0	0	Captain of pilot schooner No. 2 all season.
85	Joseph Emilio Couillard.....	40	Quebec.....	9	8	2	Captain of ss. "Greatland."
86	Louis Albert Royer.....	46	St. John, Orleans.....	5	4	4	
87	Adélaïde Santerre.....	41	St. Michel, Bellechasse.....	12	10	2	Allan line.
88	Onésime Noël.....	39	St. John, Orleans.....	13	9	2	Thomson line.
89	Napoléon Baillargeon.....	41	Ste. Péronille, Orleans.....	4	5	3	
90	David F. Pelletier.....	39	Lauzon, Lévis.....	0	0	0	Died on the 4th June.
91	Jos. Frs.-Xav. Bernier.....	39	Quebec.....	14	16	2	Donaldson & Ross line.
92	Frs.-Xav. Demeule.....	39	St. John, Orleans.....	8	9	3	Employed by a collier.
93	Louis Honoré Lapierre.....	41	Notre-Dame, Lévis.....	4	9	2	
94	Joseph Eugène Lachance.....	37	St. John, Orleans.....	4	5	3	
95	Jean Arthur Bouffard.....	37	St. Laurent, Orleans.....	4	5	3	
96	Jean Théophile St. Laurent.....	40	Quebec.....	13	8	2	Allan line.
97	Jacques Georges Dugas.....	39	Ste. Anne Lapocatière.....	4	4	4	Sick during 22 days.
98	Joseph Victor Gourdeau.....	44	Ste. Péronille, Orleans.....	12	11	2	Dominion line.
99	Louis alias Treflé Delisle.....	37	Trois-Pistoles.....	0	0	0	Master of Red Island lightship.
100	Jean-Bte. Couillard.....	40	Cap St. Ignace.....	4	5	3	
101	Chs. Pelletier.....	41	Quebec.....	4	5	3	
102	Jos. alias Philéas Langlois.....	45	St. John, Orleans.....	5	4	4	
103	Nazaire Delisle.....	42	do.....	5	3	3	
104	J. E. Bonaventure Lavoye.....	39	Ste. Lucie, Rimouski.....	4	4	3	
105	Adjutor Baillargeon.....	37	Ste. Péronille, Orleans.....	4	5	4	
106	Samuel Rioux.....	38	Quebec.....	5	6	4	
107	Chs. Octave Clavet.....	37	St. Michel, Bellechasse.....	11	11	2	Employed by a collier.
108	Joseph Dion.....	35	Notre-Dame, Lévis.....	5	3	3	
109	Paul Lachance.....	35	Quebec.....	1	0	0	Master of pilot schooner No. 1.
110	Arcadius Jouvain.....	110	Ste. Lucie, Rimouski.....	4	4	4	
111	Léon Labrecque.....	41	Ste. Péronille, Orleans.....	4	5	3	
112	Paul Lachance.....	36	St. Laurent, Orleans.....	4	5	3	
113	Joseph Pouliot.....	35	St. John, Orleans.....	8	8	2	Master of ss. "Polino."
114	Joseph Larochelle.....	34	do.....	4	4	4	
115	Adjutor Lachance.....	115	St. Michel, Bellechasse.....	5	14	2	Donaldson & Ross line.
116	Frs. Gaudreau.....	40	Quebec.....	0	0	0	Master of pilot schooner No. 5.
117	Arthur Koenig.....	40	L'Islet.....	5	5	4	
118	Eugène Anctil.....	33	St. Jean Port Joli.....	2	3	1	Under suspension till 1st August.
119	David Dumas.....	38	Notre-Dame, Lévis.....	4	5	4	

STATEMENT showing the Number of Pilots for and below the Harbour of Quebec, &c.—Continued.

Number.	Name.	Age.	Residence.	Number of Pilotages effected.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
120	Joseph Lachance.....	37	St. Laurent, Orleans.....	5	4	3	Donaldson & Ross line.
121	Paul Pâquet.....	33	St. John, Orleans.....	5	5	3	
122	Alphonse Pouliot.....	39	do.....	4	5	3	
123	Elzéar Normand.....	32	L'Islet.....	5	4	3	
124	Jean Bernier.....	32	do.....	15	15	2	Absent part of the season.
125	Joseph Pâquet.....	30	St. John, Orleans.....	5	5	4	
126	Jean A. Lachance.....	29	Quebec.....	4	7	3	
127	Arthur Baillargeon.....	34	Ste. Pétronille, Orleans.....	4	4	4	
128	Joseph Vézina.....	30	St. Laurent, Orleans.....	4	5	4	Employed by a collier part of the season.
129	Herménégilde Guénard.....	33	St. Thomas, Montmagny.....	5	4	3	
130	Elzéar Desrosiers.....	38	Quebec.....	5	5	4	
131	John J. A. Irvine.....	35	Green Island.....	4	4	3	
132	Fred. Bouffard.....	34	St. Laurent, Orleans.....	4	4	4	Employed by Dominion line.
133	Jules Asselin.....	30	St. Michel, Bellechasse.....	4	5	3	
134	Prudent Marrien.....	32	Beaufort.....	1	0	1	
135	Lucien Lachance.....	30	St. John, Orleans.....	4	4	4	
136	Camille Dion.....	33	Green Island.....	8	9	2	Under suspension till 1st June.
137	Alfred Bernier.....	33	St. Michel, Bellechasse.....	10	12	2	
138	Morse Blouin.....	40	St. John, Orleans.....	5	4	3	
139	Moise alias Laurent Godbont.....	31	Quebec.....	5	9	3	
140	Alfred Godreau.....	38	Cap St. Ignace.....	4	5	5	Under suspension from 21st July, to 1st June, 1892.
141	Alfred Raymond.....	30	Kamouraska.....	4	4	4	
142	Phileas Lachance.....	33	St. John, Orleans.....	5	4	4	
143	Joseph H. Talbot.....	29	Berthier.....	4	4	3	
144	Moise Arthur Lachance.....	28	St. John, Orleans.....	5	4	4	Employed by a collier all the season.
145	Louis Frs. Thivierge.....	25	do.....	4	4	3	
146	Laurent Larochelle.....	31	St. Michel, Bellechasse.....	4	4	2	
147	François alias Joseph N. Dallaire.....	30	St. Laurent, Orleans.....	3	3	4	
148	Joseph Emilien alias Emile Lachance.....	25	St. John, Orleans.....	6	3	1	Employed by a collier part of the season.
149	Alphonse Asselin.....	26	St. Michel, Bellechasse.....	2	1	2	
150	Edmond Larochelle.....	25	do.....	9	8	2	
151	Joseph Plante.....	25	St. Paul's Bay.....	12	13	4	
152	Alphonse Pâquet.....	25	St. John, Orleans.....	5	4	3	Employed by a collier all the season.

153	Paul alias Napoléon Pouliot.....	32	do	4
154	Arthur Doiron.....	35	St. Joseph, Lévis.....	4
155	Adélaïde Bernier.....	30	Quebec.....	3
				6
				5
				4
				5

Certified,

JAMES WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1892.

QUEBEC HARBOUR COMMISSION.

STATEMENT of Trials held, during the year 1891, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

Names of Pilots Tried.	Nature of Complaints.	Date of Trials.	Result.
Nazaire Curodeau ..	Causing a collision between barques "Ferdinand" and "Canova," on the 20th May.	June 6.	Not proven.
Joseph Emilien <i>alias</i> Emile Lachance.	For having, on the 1st June, grounded the s.s. "Eveline" on White Island.	June 27, and July 3 & 21	Found guilty. Suspended to the 1st June, 1892.
Joseph Gravel	For having caused a collision between s.s. "Thames" and barque "Stralsund."	Aug. 13 & 20	Found guilty. Condemned in costs of case.
Moïse Lachance	For having caused the s.s. "Bengar" to ground on White Island reef, on the 15th August	Sept. 3.	Found guilty. Suspended to the 1st September, 1892.
Jean A. Lachance ..	For causing brigantine "Buda" to collide with breakwater.	do 24.	Found guilty. Fined \$10 and costs.
Ach. Trefflé Simard.	For causing barque "Jane" to collide with breakwater.	do 28.	Found guilty. Fined \$10 and costs.
Laurent Larochelle..	For having caused the s.s. "Bjorgvin" to touch on a reef near Goose Island, on the 15th October.	Oct. 29.	Found guilty of an error of judgment; but the ship having received no damage, was only condemned in the costs of case.

Certified,

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1892.

QUEBEC HARBOUR COMMISSION.

List of Apprentice Pilots acting immediately under the Quebec Harbour Commissioners' Pilotage Authority, on the 31st December, 1891.

No.	Names.	When indentured.	Remarks.
1	George Dugal	April 11, 1871. . .	Absent since the fall of 1877.
2	Ernest Nolet	March 19, 1874. . .	Absent since the fall of 1878.
3	Adélard Vézina	May 23, 1883. . .	It is stipulated in the indentures of those apprentices that they will not be admitted to pass their examination before the number of pilots is reduced to 125, as provided for by the Act 45 Victoria, chap. 32.
4	Jean-Baptiste Pouliot	do 23, 1883. . .	
5	Joseph Thivierge	do 23, 1883. . .	
6	Leonidas Lachance.	do 23, 1883. . .	
7	Eudore Langlois	do 23, 1883. . .	
8	Frs.-Xav. Eustache <i>alias</i> Wm. Doiron	July 12, 1883. . .	

Certified,

JAS. WOODS,
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1892.

 QUEBEC HARBOUR COMMISSION.

MEMORANDUM REGARDING THE OPENING AND CLOSING OF NAVIGATION AND THE FORMATION OF ICE IN THE HARBOUR OF QUEBEC, FOR THE YEAR 1891.

Schooner "Maria Stella," with firewood from lower parishes, arrived in port the 29th March

The ice in the tidal basin and wet dock broke up on the 27th March, and schooner "Diver" left her winter quarters.

The River St. Charles and Orleans ice broke up and cleared on the 20th April.

Steamboat "Canada," of the Richelieu and Ontario line, arrived in port the 27th April.

The first ocean steamer, s.s. "Sardinian," arrived on the 27th April, and the second, the s.s. "Toronto," on the 29th April.

The first ship, barque "Nelson," arrived in port 7th May.

The last ocean mail steamer, s.s. "Circassian," left port the 18th November

The last freight steamer, s.s. "Greetlands," left port the 30th November.

The last sailing vessel, barque "America," left port the 20th November.

The tug steamer "Pentagoet" arrived from Montreal the 3rd December.

On the 17th of December both the River St. Charles and the two basins were frozen over.

JAS. WOODS,

Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1892.

 REPORT OF THE DECAYED PILOT FUND OF QUEBEC FOR THE
YEAR 1891.

QUEBEC, 31st December, 1891.

SIR,—I have the honour to forward herewith a statement of the receipts and expenditure of the Decayed Pilot Fund of Quebec for the year 1891; also a similar statement of the accounts of the Corporation of Pilots for the present year.

The total receipts of the Corporation of Pilots for the year amounted to \$113,850.33 and the total expenditure to \$21,338.09, leaving a net balance of \$92,512.24 to be distributed between 146 practising pilots, giving a net dividend to each of \$633.34.

One hundred and thirty-four foreign vessels paid \$17,247.73. Seven hundred and thirty-seven British vessels paid \$96,602.60.

I have the honour to be, sir,

Your obedient servant,

F. X. DION,

Secretary-Treasurer

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot Fund of Quebec, during the year 1891.

RECEIPTS.		\$ cts.	\$ cts.
To	Balance of 1890.....	3,169 74	
	Percentage on contributions of Pilots.	8,139 56	
	Interest on investments.....	3,073 00	
	Interest, Savings Bank.....	58 97	
			14,441 27
EXPENDITURE.			
By	Pensions.....	9,368 13	
	Relief	33 33	
	Sundry expenses.....	7 25	
	Salaries	500 00	
	Deposit in Savings Bank.....	4,300 00	
	Balance on hand.....	232 56	
			14,441 27
PILOTS RELIEVED BY THE FUND.			
	David F. Pelletier, died 4th June, 1891.....	14 66	
	Joseph Pouliot, 1st, to 1st November, 1891.....	18 67	
			33 33
PENSIONERS AT THE EXPENSE OF THE FUND.			
AMOUNT PAID TO EACH DURING THE YEAR FROM 1ST NOVEMBER, 1890, TO THE 1ST NOVEMBER, 1891.—PAID FROM 1ST JANUARY, 1891, TO THE 31ST DECEMBER, 1891.			
<i>Twenty Pilots at \$100.</i>			
	Frédéric Bernier, died 7th March, 1891.....	34 73	
	Thomas Duprés.....	100 00	
	Marcel LeBel.....	100 00	
	Laurent Larochelle.....	100 00	
	Hilaric Jouvin.....	100 00	
	Pierre Lapierre.....	100 00	
	Gabriel Lachance.....	100 00	
	François Noël.....	100 00	
	Jean Pouliot.....	100 00	
	Joseph Pepin.....	100 00	
	Laurent Tremblay.....	100 00	
	François Vézina.....	100 00	
	J. Bte. Bernier, died 1st April, 1891.....	46 44	
	George Sansterre.....	100 00	
	Thomas Simard, died 4th August, 1891.....	76 11	
	Dominique Girard.....	100 00	
	Louis Dugal.....	100 00	
	J. Bte. Talbot.....	100 00	
	Jean Chassé, superannuated 15th March, 1891.....	62 50	
	F. X. Dallaire do do.....	62 50	
			1,782 28
<i>Eight Pilots at \$92.</i>			
	Dominique Verreault.....	92 00	
	Louis Fontaine.....	92 00	
	Isaïe Marticotte.....	92 00	
	Pierre Lemieux, died 25th February, 1891.....	29 39	
	Edouard Labrèque.....	92 00	
	François Thivierge.....	92 00	
	Jean Coulombe, died 11th September, 1891.....	79 50	
	Julien Dion, arrears.....	25 00	
	do year.....	90 00	
			683 89

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot Fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>		\$	cts.	\$	cts.
<i>Seven Pilots at \$84.</i>					
François Godreau.....		84	00		
Clovis Anctil.....		84	00		
Abraham Després.....		84	00		
Alexis Vézina.....		84	00		
Ls. Oliver Leclerc, died 17th November, 1891.....		87	96		
J. Bte. Paquet, died 1st June, 1891.....		49	00		
Amable St. Laurent.....		84	00		
				556	96
<i>Two Pilots at \$82.</i>					
Joseph Lavoie.....		82	00		
Ovide Dick.....		82	00		
				164	00
<i>Three Pilots at \$80.</i>					
F. X. Corriveau.....		80	00		
François Pelletier.....		80	00		
Antoine Roussel.....		80	00		
				240	00
<i>One Pilot at \$76.</i>					
F. X. Ménard, died 14th March, 1891.....		28	08		
				28	00
<i>Three Pilots at \$73.</i>					
Pierre Charest.....		73	00		
Léandre Raymond.....		73	00		
Paul Pouliot.....		73	00		
				219	00
<i>One Pilot at \$47.</i>					
James Forbes.....		47	00		
				47	00
WIDOWS OF PILOTS.					
<i>Twenty-three Widows at \$58.</i>					
Widow of J. Bte. Dion.....		58	00		
do Charles Brown.....		58	00		
do Louis Joseph Lavoie.....		58	00		
do Charles Pouliot.....		58	00		
do Louis Laprise.....		58	00		
do Maximin Caron.....		58	00		
do Alexis Pelletier.....		58	00		
do Pierre Pepin.....		58	00		
do Alex. Vaillancourt.....		58	00		
do Magloire Délisle.....		58	00		
do Edouard Marcoux.....		58	00		
do Charles Bernier.....		58	00		
do Paul Langlois.....		58	00		
do Alexis Délisle.....		58	00		
do Chs. Nolet, died 24th March, 1891.....		22	88		
do Paul Blouin.....		58	00		
do Pierre Roy, died 26th November, 1890.....		4	10		
do Yves Sylvestre.....		58	00		
do Edouard Petitgrew.....		58	00		
do Charles Dumas.....		58	00		
do Laurent Godbout.....		58	00		
do J. Bte. Bernier, superannuated 17th April, 1891.....		31	10		
do Jean Coulombe do 11th September, 1891.....		7	48		
				1,167	56

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot Fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>		\$	cts.	\$	cts.
WIDOWS OF PILOTS— <i>Continued.</i>					
<i>Eighteen Widows at \$55.</i>					
Widow of	Pierre Ruelland.....	55	00		
do	Paul Larochelle.....	55	00		
do	Joseph Raymond.....	55	00		
do	Jean François Lamarre.....	55	00		
do	Robert Demers.....	55	00		
do	Pierre Laprise.....	55	00		
do	Michel Morin.....	55	00		
do	F. X. Delisle.....	55	00		
do	Michel Guénard.....	55	00		
do	Barthélemi Lachance.....	55	00		
do	Hubert Dumas.....	55	00		
do	Cyprien Langlois.....	55	00		
do	Jean Lavoie.....	55	00		
do	Pierre Gourdeau (M.C.), arrears.....	13	75		
do	do on account.....	41	25		
do	F. X. Lachance.....	55	00		
do	Joseph Morency.....	55	00		
do	Narcisse Forgues.....	55	00		
do	Pierre Lemieux, superannuated 25th February, 1891.....	37	28		
				972	28
<i>Fourteen Widows at \$54.</i>					
Widow of	Michel Fournier.....	54	00		
do	Paschal Dick.....	54	00		
do	Pierre Gourdeau (A. F.).....	54	00		
do	Bénonie Normand.....	54	00		
do	Damase Babin.....	54	00		
do	Amable Genest, arrears.....	27	00		
do	do year.....	54	00		
do	Frs. Rioux.....	54	00		
do	Nicholas Fortin.....	54	00		
do	Gabriel Plante.....	54	00		
do	Eustache Doiron.....	54	00		
do	Joseph Lapointe.....	54	00		
do	J. E. Adam.....	54	00		
do	J. Bte. Paquet, superannuated 1st June, 1891.....	22	50		
do	Edouard Demers.....	54	00		
				751	50
<i>Thirteen Widows at \$52.</i>					
Widow of	Félix Caron.....	52	00		
do	David Cinq-Mars.....	52	00		
do	Jean Giroux.....	52	00		
do	Pierre Gourdeau (A.N.).....	52	00		
do	Joseph Dupil.....	52	00		
do	Pierre Curodeau.....	52	00		
do	J. Bte. Tremblay.....	52	00		
do	Magloire Mercier.....	52	00		
do	Louis Crépault, arrears.....	26	00		
do	do on account.....	26	00		
do	Célestin St. Pierre.....	52	00		
do	Alexis Roy.....	52	00		
do	Antoine Boucher.....	52	00		
do	Vital Charest.....	52	00		
				676	00
<i>Thirteen Widows at \$50.</i>					
Widow of	Edouard Chevalier, died 3rd March, 1891.....	16	67		
do	Thomas Dick.....	50	00		
do	Dennis Glynn.....	50	00		
do	Wm. Irvine, arrears.....	12	50		
do	do year.....	50	00		
do	Fabien Langelier.....	50	00		

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot Fund of Quebec, &c.—*Continued.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Continued.</i>		\$ cts.	\$ cts.
WIDOWS OF PILOTS— <i>Concluded.</i>			
<i>Thirteen Widows at \$50—Continued.</i>			
Widow of J. Bte. Laroche.....	50 00		
do Henri Noël.....	50 00		
do A. Lavoie (L.M.).....	50 00		
do Frederick Simpson.....	50 00		
do Joseph Simpson.....	50 00		
do Pierre Ross, arrears.....	12 50		
do do year.....	50 00		
do Amable Fournier, arrears.....	12 50		
do do on account.....	37 50		
do Julien Langlois.....	50 00		
			641 67
<i>Thirteen Widows at \$48.</i>			
Widow of Germain Caron, on account.....	24 00		
do Jean Dion.....	48 00		
do Jean Pelletier.....	48 00		
do C. F. Koenig.....	48 00		
do Ovide Lachance.....	48 00		
do L. Langlois (E.D.).....	48 00		
do Antoine Michaud, arrears.....	12 00		
do do on account.....	24 00		
do Pierre Normand, died 7th March, 1891.....	16 80		
do David Petitgrew, arrears.....	12 00		
do do year.....	48 00		
do Benjamin Pineau.....	48 00		
do John Simpson, died 15th November, 1890.....	2 00		
do Jos. Levesque, arrears.....	12 00		
do do year.....	48 00		
do Frs. Côté.....	48 00		
			534 80
<i>Five Widows at \$40.</i>			
Widow of Paul Blouin.....	40 00		
do Célestin Côté.....	40 00		
do P. Desrosiers, arrears.....	10 00		
do do year.....	40 00		
do F. X. Lachance.....	40 00		
do Edouard Tourgeon.....	40 00		
			210 00
<i>Six Widows at \$34.</i>			
Widow of Jacques Dandurand.....	34 00		
do André Keable.....	34 00		
do Guillaume Morency.....	34 00		
do Pierre Rouleau.....	34 00		
do Henri Verreault.....	34 00		
do David Pelletier, superannuated 4th June, 1891.....	13 90		
			183 90
<i>Ten Widows at \$32.</i>			
Widow of Fabien Caron.....	32 00		
do Magloire Côté, arrears.....	8 00		
do do year.....	32 00		
do Antoine Fortier.....	32 00		
do L. Langlois (A R.), arrears.....	8 00		
do do do year.....	32 00		
do Thomas McNeil.....	32 00		
do Antoine Raymond.....	32 00		
do George Simard, on account.....	24 00		
do Louis Thivierge.....	32 00		
do Alfred Turgeon.....	32 00		
do Alexis Vézina.....	32 00		
			328 00

STATEMENT of Moneys received and disbursed by the Corporation of Pilots for the
Decayed Pilot Fund of Quebec, &c.—*Concluded.*

PENSIONERS AT THE EXPENSE OF THE FUND— <i>Concluded.</i>		\$	cts.	\$	cts.
TWELVE CHILDREN.					
David Charest, infirm (1), arrears.....		3	75		
do do year.....		15	00		
Hil. Couillard do (1), arrears.....		18	75		
do do on account.....		11	25		
Thos. Boutin do (1).....		15	00		
P. Toussaint do (1).....		15	00		
F. Dupuis do (1).....		15	00		
N. Fortin do (1), on account.....		7	50		
Joseph Jahan do (1).....		15	00		
P. S. Laprise (3).....		37	48		
Isaac Forbes, infirm (2).....		27	48		
				181	21
RECAPITULATION OF PENSIONS.				9,368	13
20 pilots at \$100.....		1,782	28		
8 do at 92.....		683	89		
7 do at 84.....		556	96		
2 do at 82.....		164	00		
3 do at 80.....		240	00		
1 do at 76.....		28	08		
3 do at 73.....		219	00		
1 do at 47.....		47	00		
45 pilots.					
23 widows at \$58.....		1,167	56		
18 do at 55.....		972	28		
14 do at 54.....		751	50		
13 do at 52.....		676	00		
13 do at 50.....		641	67		
13 do at 48.....		534	80		
5 do at 40.....		210	00		
6 do at 34.....		183	90		
10 do at 32.....		328	00		
115 widows.					
12 children at \$15, \$12.50, \$10.....		181	21		
172 pensioners.....				9,368	13
STATEMENT OF FUND.					
Moneys loaned.....		53,352	71		
Amount in Savings Bank.....		4,300	00		
do secretary-treasurer's hands.....		232	56		
				57,885	27
To be deducted: Arrears of pensions due at this date.....				224	63
				57,660	64

F. X. DION,
Secretary-Treasurer.

QUEBEC, 31st December, 1891.

We, the undersigned, certify to having made a minute examination of the books and accounts of the
Decayed Pilot Fund of Quebec, and of having found them correct.

VICTOR VÉZINA
THÉOPHILE ST. LAURENT } *Auditors.*

THOS. BOISSINOT, *Accountant.*

F. X. DION in current account with the Corporation of Pilots of Quebec, to the
31st December, 1891.

RECEIPTS.		\$ cts.	\$ cts.
To Balance of 1890.....		717 45	
Reserve Fund of 1890		500 00	
Customs, Montreal.....		54,015 66	1,217 45
do Three Rivers.....		1,351 75	
do Chicoutimi.....		523 13	
do Tadousac.....		184 67	
do Escoumains.....		97 14	
do Sorel.....		2,975 48	
Interest—			
Received on account National Bank.....	\$ 139 20		
Paid on loan.....	108 50		
		30 70	
Pilotage collected at Quebec.....		54,671 80	113,850 33
To Fines.....		240 00	
Lost time		1,220 88	
			1,460 88
EXPENDITURE.			116,528 66
By Schooners' expense.....	\$1,855 19		
Less.....	0 60		
Pilots' expenses		1,854 59	
General expenses.....		368 88	
Provisions.....	\$2,511 31	2,201 83	
Less—Sold to several parties.....	39 65		
		2,471 66	
Rent.....		405 73	
Sailors' wages.....		1,708 07	
Cooks' wages.....		611 67	
Interdiction.....		505 90	
Indemnity to Directors.....		600 00	
do Captains and substitutes.....		320 00	
Indemnity for the Saguenay station.....		225 00	
Schooners' shares.....		520 00	
Pilotage refunded for difference of water.....		34 90	
Decayed Pilot Fund.....		7,959 86	
Salaries of employees.....		1,550 00	
			21,338 09
Reserve fund			500 00
Dividends.....			94,080 00
Balance.....			610 57
			116,528 66

F. X. DION,
Secretary-Treasurer.

QUEBEC, 31st December, 1891.

We, the undersigned, certify to having made a minute examination of the books and accounts of the Corporation of Pilots, Quebec, and of having found them correct.

VICTOR VÉZINA,
THÉOPHILE ST. LAURENT, } *Auditors.*

THOS. BOISSINOT, *Accountant.*

APPENDIX No. 3.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE
YEAR ENDED 31ST DECEMBER, 1891.

OFFICE OF THE PILOTAGE AUTHORITY,
DISTRICT OF ST. JOHN, 8th January, 1892.

SIR,—I have the honour to hand you herewith the annual returns of pilotage for this district, for the year ending 31st December, 1891.

I have the honour to be, sir,

Your obedient servant,

J. U. THOMAS,
Secretary.

RECEIPTS AND EXPENDITURE for Year ending 31st December, 1891.

	Amount.	Total.
	\$ cts.	\$ cts.
RECEIPTS.		
Licenses to 32 pilots, at \$5.....	160 00	
do 6 pilot boats, at \$10.....	60 00	
25 cents per foot on outward pilotage from port of St. John, to date.....	1,794 49	
do do Musquash do	2 50	
Pilotage, str. "Georgia".....	27 50	
Interest on Dominion Savings Bank deposits, 12 months, to 1st July, 1891.....	256 05	2,300 54
EXPENDITURE.		
Pensions to 4 pilots.....	485 00	
do 6 widows.....	512 00	
do 2 children.....	40 00	
J. A. McMillan, stationery, &c	24 10	
Auditing accounts for 1890.....	25 00	
Office rent, 1 year.....	100 00	
Salary of secretary-treasurer, 1 year.....	800 00	
Interest on deposit in Dominion Savings Bank.....	256 05	2,242 15
By balance.....		58 39
Total.....		2,300 54

RETURN of Vessels arriving at the Port of St. John, paying pilotage, for the Year ending 31st December, 1891.

	Number.	Total.
		\$ cts.
Schooners.....	314	
Brigs and brigantines.....	24	
Ships.....	20	
Barks and barkentines.....	103	
Steamers.....	66	
Amount of pilotage received.....	529	23,470 93
<i>British.</i>		
Schooners.....	102	
Brigs and brigantines.....	18	
Ships.....	16	
Barks and barkentines.....	69	
Steamers.....	52	
Amount of pilotage received.....	257	14,076 50
<i>Foreign.</i>		
Schooners.....	212	
Brigs and brigantines.....	6	
Ships.....	4	
Barks and barkentines.....	34	
Steamers.....	14	
Amount of pilotage received.....	270	9,394 43

RATES of Pilotage in force 31st December, 1891, for the Pilotage District of St. John.
ON ALL SAILING VESSELS.

Inward—1st District.....	\$1 50 per foot draught of water.
2nd do.....	1 75 do do
3rd do.....	2 25 do do
Outward—To Partridge Island.....	1 25 per foot.
Down the bay (not compulsory).....	2 00 do
Transporting—100 tons and under.....	\$1 50
Over 100 do 200 tons.....	2 00
do 200 do 300 do.....	3 00
do 300 do 400 do.....	4 00
And 25 cents additional for every fifty tons such vessel shall measure over 400 tons.	

ON ALL STEAMERS.

Inward—1st District.....	\$2 00 per foot draught of water.
2nd do.....	2 50 do do
3rd do.....	3 00 do do
Outward—To Partridge Island.....	1 75 per foot.
Down the bay (not compulsory).....	2 75 do
Transporting—100 tons and under.....	\$2 00
Over 100 do 200 tons.....	2 50
do 200 do 300 do.....	3 75
do 300 do 400 do.....	5 00
And 30 cents additional for every fifty tons such steamer shall measure over 400 tons.	

PILOTS Licensed for the Pilotage District of St. John, for the Year ending 31st December, 1891.

Name.	Age.	Residence.	Remarks.
Thomas Traynor.....	38	St. John, N. B...	
S. Rutherford.....	59	do ..	
Edward J. Fletcher.....	64	do ..	
Jos. Doherty.....	45	do ..	
J. L. C. Sherrara.....	57	do ..	
James Doyle.....	55	do ..	
Henry Spears.....	40	do ..	
John Thomas.....	43	do ..	
James Murray.....	50	do ..	
Henry Thomas.....	60	do ..	
John Sproul.....	55	do ..	
Richard Scott.....	40	do ..	
Patrick Conlin.....	41	do ..	
James Reed.....	45	do ..	
John Spears.....	42	do ..	
Charles Daley.....	55	do ..	
William Labey.....	62	do ..	
Richard Cline.....	66	do ..	
Jas. McPartland.....	57	do ..	
Jas. S. Spear.....	46	do ..	
T. J. Stone.....	38	do ..	
Jas. E. Mantle.....	45	do ..	
William Quinn.....	44	do ..	
Philip G. Dordy.....	51	do ..	
William Miller.....	40	do ..	
Alfred Cline.....	34	do ..	
William Scott.....	35	de ..	
Bartholomew Rogers.....	34	do ..	
James Bennett.....	34	do ..	
Martin Spears.....	34	do ..	
Robert Thomas.....	50	do ..	
John McAnulty.....	52	Musquash, N.B.	Licensed for Musquash only.

J. U. THOMAS,
Secretary.

ST. JOHN, N.B., 31st December, 1891.

APPENDIX No. 4.

REPORT OF THE HALIFAX PILOTAGE COMMISSIONERS FOR THE
CALENDAR YEAR ENDED 31ST DECEMBER, 1891.

HALIFAX, N.S., 9th January, 1892.

DEAR SIR,—I beg leave to transmit for the information of the Department the annual returns of the Pilotage authority of the District of Halifax, viz. :—

- Statement of Receipts and Expenditure.
- Statement of Superannuation Fund.
- Statement of Net Earnings of Pilots.
- Return of Vessels Inward, British and Foreign.
- Return of Vessels Outward, British and Foreign.
- List of Licensed Pilots.

Respectfully, &c.,

Your obedient servant,

J. TAYLOR WOOD,

Secretary and Treasurer.

STATEMENT of Receipts and Expenditure for the Year ending 1891.

EXPENDITURE.		\$	cts.
To Paid auditor for 1890.....		30	00
Secretary's salary for 1890.....		600	00
Office rent, fuel and taxes.....		332	10
Printing, cleaning office and sundries.....		126	30
Surplus at Cr. of Pilotage Fund		4,624	00
		5,712	80
RECEIPTS.			
By Cash on hand, January 1, 1890		735	87
Dominion 4 per cent stock.....		1,000	00
Deposit Savings Bank.....		1,842	53
Outward pilotage (on vessels having no pilots).....		1,120	92
5 per cent commission		973	98
Interest on 4 per cent Dominion stock.....		40	00
		5,712	80
By surplus at Cr. of Pilotage Fund.....		4,624	40

E. and O. E.

J. TAYLOR WOOD,

Secretary.

STATEMENT of Superannuation Fund.

	\$	cts.
By Cash, Savings Bank, January 1, 1891	3,468	66
Special deposit, Union Bank, January 1, 1891	915	00
Cash, Union Bank, January 1, 1891	123	33
2 per cent collected during 1891	463	40
Interest, Savings and Union Banks	143	38
	5,113	77
Less—Paid family late Pilot Smith.	\$45	00
do do Nickerson	45	00
	90	00
CR.	5,023	77
By Balance, Savings Bank, December 31, 1891	3,590	04
do Union Bank (special deposit)	1,137	00
do do do	296	73
	5,023	77
Increase for the year	516	78

E. and O. E.

J. TAYLOR WOOD,

Secretary.

RETURN of Vessels entered Inward at the Port of Halifax, N.S., from 1st January to 31st December, 1891, subject to compulsory pilotage dues.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Pilotage dues.
							\$ cts.
124	119	4	18	3	389	595,189	12,398 50

FOREIGN.

13	2	0	189	1	91	89,731	2,025 62
137	121	4	207	4	480	684,920	14,424 12

RETURN of Vessels entered Outward at the Port of Halifax, N.S., from 1st January to 31st December, 1891, subject to compulsory pilotage dues.

Schooner.	Brigantine.	Brig.	Barque.	Ship.	Steamer.	Tonnage.	Amount of Pilotage dues.
							\$ cts.
8	19	3	27	3	391	585,298	6,397 42

FOREIGN.

6	1	0	189	1	90	90,796	1,129 60
14	20	3	216	4	481	676,094	7,527 02

LIST of Pilots of the Port of Halifax.

Number	Name.	Residence.	Age.
1	John Fleming	Ketch Harbour.....	79
2	William Fleming.....	Halifax.....	25
3	James Holland.....	Duncan's Cove.....	55
4	William Baker.....	Halifax.....	56
5	Bernard Gallagher.....	do.....	67
6	Daniel Martin.....	Ketch Harbour.....	46
7	Joseph Reno.....	Herring Cove.....	66
8	Patrick Hayes.....	do.....	70
9	Hugh Munroe.....	do.....	56
10	Jeremiah Holland.....	Duncan's Cove.....	59
11	Edward Bayers.....	Halifax.....	50
12	James Hanrahan.....	Ferguson's Cove.....	54
13	Wm. Beazley.....	do.....	51
14	John Hayes.....	Halifax.....	41
15	James Spears.....	Herring Cove.....	33
16	John Beazley.....	Halifax.....	32
17	Charles Glazebrook.....	do.....	61
18	Charles F. Martin.....	do.....	26
19	William White.....	Ferguson's Cove.....	34
20	Thomas Hayes.....	Herring Cove.....	32
21	Thomas Reno.....	do.....	31
22	Charles Martin.....	Halifax.....	62
23	Henry Lattee.....	Herring Cove.....	27
24	John Johnson.....	Bear Cove.....	67
25	James Conway.....	Halifax.....	29
26	James Fleming.....	Ketch Harbour.....	52

Total net earnings of pilots for 1891, \$17,899.97, and \$688.46 net earnings of each man.

J. TAYLOR WOOD,

Secretary.

HALIFAX, 31st December, 1891.

APPENDIX No. 5.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF PICTOU FOR THE YEAR ENDED 31st DECEMBER, 1891.

PORT OF PICTOU, N.S., 31st December, 1891.

SIR,—I have the honour to submit to you the pilotage returns for this port, for year ending 31st December, 1891.

Regulations are the same as when last reported.

Pilot No. 5 found employment on shore, therefore did not make use of branch license during season.

Commissioners had not occasion to meet in session during season just past.

I am, sir, your obedient servant,

W. H. NOONAN,

Secretary, P.A.P.D.

RECEIPTS and Expenditures of all monies received by or on behalf of the Pilotage Authority in respect of pilots or pilotage.

RECEIPTS.		\$	cts.
Received pilotage dues as per statement		2,780	89
do from 11 pilots, renewing bonds		11	00
do from Capt. Bacquet (license)		40	00
Balance due secretary		45	47
		2,877	36
EXPENDITURE.			
Paid pilots for pilotage		2,589	39
do secretary's salary		200	00
do office rent and fuel, remitted, for 1891		87	97
Balance due secretary from last year			
		2,877	36

MEMORANDUM of Earnings of Pilots for 1891.

No.	Name.	Amount.
		\$ cts.
1	Alex. T. Powell ..	14 00
2	James Fraser ..	61 00
3	Bryant Rodgers ..	103 00
4	Wm. A. Cooke ..	424 99
5	Angus McDonald ..	
6	Henry H. Powell ..	105 00
7	Chas. A. Cooke ..	515 53
8	Geo. W. Powell ..	112 00
9	Danl. S. Smith ..	733 22
10	Danl. McLeod ..	114 00
11	Angus Smith ..	406 65
	Total ..	2,589 39

PILOTAGE Dues for season ending 1891.

	\$ cts.	\$ cts.
Total amount received for pilotage dues for season ending 1891 ..		2,780 89
Of this amount :—		
Received from steamships ..	1,791 23	
Received from sailing ships ..	989 66	
		2,780 89
Of this amount :—		
Received from British ships ..	2,233 79	
Received from foreign ships ..	547 10	
		2,780 89

Certified Masters—Amable Bacquet, steamship “Miramichi.”

Certified mates—Nil.

APPENDIX No. 6.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
SYDNEY, C.B., FOR THE YEAR ENDED 31ST DECEMBER, 1891.

NORTH SYDNEY, C.B., 28th January, 1892.

SIR,—I have the honour of enclosing returns of the pilotage authority of Sydney for the past year showing arrivals at the different ports in the district, the number of vessels that have arrived which have paid pilotage, the amount paid by British and foreign vessels, the masters licensed, and the names of the different pilots with their ages ; also account of receipts and expenditure and statement of account of the pilotage authority, from which you will notice \$300 has been withdrawn from the amount in deposit bearing interest.

I have the honour to be, sir,
Your obedient servant,
W. PURVES,
Sec.-Treasurer, P. A. of North Sydney.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

NAME and Age of every Pilot for the District of Sydney, C.B., for the year 1890.

No.	Name.	Age.	No.	Name.	Age.
1	John Brown.....	68	17	G. Brown.....	53
2	John Curran.....	64	18	L. Connell.....	48
3	John Petrie.....	59	19	J. Carroll.....	34
4	Con. Mullins.....	59	20	D. Petrie.....	34
5	D. McGillvary.....	61	21	J. McNeil.....	38
6	W. Ratchford.....	53	22	P. Burke.....	36
7	J. Cann.....	40	23	J. Shannahan.....	39
8	J. Mullins.....	41	24	P. Young.....	38
9	T. Shannahan.....	48	25	W. Brown.....	33
10	A. Ratchford.....	47	26	T. Ratchford.....	35
11	J. Fraser.....	50	27	G. Townsend.....	42
12	J. McGillvery.....	41	28	J. B. McGillvary.....	44
13	A. McNeil.....	47	29	T. Lyng.....	48
14	H. D. McGillvery.....	64	30	J. Fraser.....	48
15	J. D. McGillvery.....	44	31	Thos. McNeil.....	30
16	J. Carroll, jun.....	39	32	J. T. Laffin.....	32

STATEMENT of Arrivals paying Pilotage and Pilotage received in the District of Sydney,
C.B., during the year 1891.

PORT OF SYDNEY.

Class of Vessels.	No.	Tonnage.	Amount.
			\$ cts.
British steamers.....	68	76,880	
Foreign do	4	7,986	
British sailing vessels.....	52	6,885	
Foreign do	1	385	
Total tonnage.....	125	92,136	
British vessels.....			2,113 00
Foreign do			231 00
Total pilotage.....			2,344 00

PORT OF INTERNATIONAL MINES.

British steamers.....	89	111,807	
Foreign do	9	6,965	
British sailing vessels.....	23	2,907	
Foreign do	1	119	
Total tonnage.....	122	121,798	
British vessels.....			3,485 00
Foreign do			342 00
Total pilotage.....			3,827 00

PORT OF VICTORIA MINES.

British steamers.....	54	31,934	
Foreign do	4	2,992	
British sailing vessels.....	50	9,980	
Foreign do	4	399	
Total tonnage.....	112	45,305	
British vessels.....			1,252 00
Foreign do			408 50
Total pilotage.....			1,660 50

PORT OF NORTH SYDNEY.

British steamers.....	67	60,534	
Foreign do	8	8,602	
British sailing vessels.....	218	54,367	
Foreign do	58	32,488	
Total tonnage.....	341	155,991	
British vessels.....			3,987 00
Foreign do			1,177 50
Total pilotage.....			5,164 50

RECAPITULATION.

Ports.	No. of Vessels.	Tonnage.	Amount.
			\$ cts.
North Sydney	341	155,991	5,164 50
Victoria	112	45,305	1,660 50
International	122	121,798	3,827 00
Sydney	125	92,136	2,344 00
Totals	700	415,230	12,996 00

MASTERS LICENSED.

No.	Names.	Class.	Vessel.	Amount.
				\$ cts.
1	J. P. Augur	Steamer	St. Pierre	20 00
2	P. Lachance	do	Polino	20 00
3	D. Fraser	do	Coban	20 00
4	J. Fraser	do	Bonavista	20 00
5	J. B. Barlow	do	Newfold	20 00
6	C. E. Ormston	Schooner	M. Millard	10 00
7	J. McPhail	Steamer	Cacouna	20 00
8	H. W. Gould	do	Thornholm	20 00
9	A. Richardson	Schooner	Cyrene	10 00
10	J. Farquharson	Steamer	Harlan	20 00
11	D. A. McDonald	Schooner	E. Stewart	10 00
			Total	190 00

STATEMENT of Receipts and Expenditure, Pilotage Authority of Sydney, C.B., 1891.

RECEIPTS.	\$ cts.	\$ cts.
Licenses and bonds	96 00	
Boats	12 00	
Masters' licenses	190 00	
Total pilotage	12,996 00	13,294 00
EXPENDITURE.		
Paid pilots by collectors	12,217 00	
do collectors	643 00	
do relief fund	136 00	
do office rent and fuel	45 00	
do 5 commissioners' expenses	150 00	
do books and printing	27 17	
do telegrams and postage	14 10	
do secretary and treasurer	100 00	
		13,332 27
Excess of expenditure		38 27

STATEMENT of account, Pilotage Authority of Sydney, C.B., 1891.

Dr.				Cr.	
		\$ cts.		\$ cts.	
May 10..	Widow Daley.....	20 00	Dec. 31..	Relief collected, 1891.....	136 00
	do Brown.....	20 00		Interest on deposit.....	16 00
	do Madore.....	20 00		Balance.....	4 20
	do Mullins.....	20 00		Withdrawn from deposits ...	300 00
June 17..	Pilot Doyle.....	50 00			
	do Mullins.....	25 00			
	Widow McInnes.....	20 00			
Aug. 19..	do Petrie.....	20 00			
Nov. 10..	do Daley.....	10 00			
	do Brown.....	20 00			
	do Mullins.....	10 00			
	do Madore.....	20 00			
Dec. 4 ..	do McInnes.....	10 00			
	do Petrie.....	10 00			
	Exchange.....	7 14			
	Refunded pilots.....	12 00			
	Over-expenditure.....	38 27			
	Balance last year.....	98 79			
Dec. 31..	Pilot Mullins.....	25 00			
		456 20			456 20
1892.					
Jan. 1..	Balance brought down.....	4 20		On deposit.....	300 00

W. PURVES,
Secretary-Treasurer.

NORTH SYDNEY, C.B., 28th January, 1892.

APPENDIX No. 7.

PILOTAGE RETURNS FOR THE PILOTAGE DISTRICT OF ST. MARY'S
AND LISCOMBE, IN THE COUNTY OF GUYSBOROUGH, PROVINCE
OF NOVA SCOTIA, DOMINION OF CANADA, FOR THE YEAR END-
ING 31ST DECEMBER, 1891.

Pilot No. 1, EDWARD QUINN.

Name of Ship.	Rig.	Place of Registry.	Tonnage.	Inward.	Outward.	Total.
				\$ cts.	\$ cts.	\$ cts.
17th of May.....	Barquentine.....	Norway.....	465	11 00	13 00	24 00
Daisy.....	Schooner.....	Dominion.....	30	2 10	.....	2 10
J. G. C.....	do.....	do.....	40	2 80	2 80	5 60
Ravenswood.....	Barquentine.....	do.....	525	14 00	16 00	30 00
						61 70

Pilot No. 2, JOHN BYRNES.

Gazelle.....	Schooner.....	Dominion.....	253	.....	9 00	9 00
Moonlight.....	do.....	do.....	33	2 31	2 31	4 62
Dominion.....	do.....	do.....	97	4 00	.....	4 00
						17 62

Pilot No. 3, ALFRED McDANIEL.

Hutchen Bros.....	Barquentine.....	Dominion.....	492	.....	13 00	13 00
Gazelle.....	Schooner.....	do.....	253	7 00	.....	7 00
						20 00
Grand total.....						99 32

WILLIAM PRIDE,

Secretary to the Commission.

To the Department of Marine,
Ottawa.

APPENDIX No. 8.

PILOTAGE RETURN FOR THE PILOTAGE DISTRICT OF THE COUNTY OF CHARLOTTE, N.B., FOR THE YEAR ENDED 31st DECEMBER, 1891.

ST. ANDREW'S, N.B., 31st December, 1891.

SIR,—Annexed please find pilotage returns for the district of the county of Charlotte, N.B., for the year ended 31st December, 1891.

I am, sir,

Your most obedient servant,

C. E. O. HATHEWAY,

Commissioner and Secretary.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

PILOTAGE RETURNS for the District of the County of Charlotte, N.B., for the year ended 31st December, 1891.

Licensed Pilots.	Age.	Residence.	District licensed for.
Cline, Wellington.....	50 years.	Parish of West Isles.....	County of Charlotte.
Boyd, Joseph.....	56 do	do Campobello.....	do
Boyd, John.....	64 do	do Dufferin.....	do
Britt, Patrick	59 do	Town of St. Andrew's.....	do

Pilot Boats licensed.

Pilot schooner "Frederick Taylor," 12½ tons, Joseph Boyd, master.

AMOUNT of Pilotage collected by Pilots for current year.

Name of Pilot.	British Vessels.	Foreign Vessels.	Total.
	\$ cts.	\$ cts.	\$ cts.
Cline, Wellington	262 00	10 00	
Boyd, Joseph.....	255 00	165 00	
Boyd, John.....	35 50	138 10	
Britt, Patrick, not acting.....			
	552 50	313 10	865 60

Receipts and Expenditure by Pilotage Authority.

License for one pilot boat.....	\$5 00	
Regulation	3 00	
License to one pilot.....	6 00	
		<u>\$14 00</u>

Charges.

Stationery and postage.....	\$1 00	
Commissioners, St. Stephen and St. George.....	4 00	
Secretary at St. Andrew's.....	9 00	
		<u>\$14 00</u>

Rates of Pilotage in the District.

First longest pilotage distance, inwards or outwards, \$2.25 per foot draft of water.

Second do do \$1.60 do

Third do do \$1.50 do

To or from Campobello, 20 cts. per foot less than above rates.

Fourth pilotage distance, inwards or outwards, \$1 per foot draft of water.

From 1st of November to 1st of April, 20 cts. per foot in addition to above rates.

To or from ballast ground and St. Andrew's harbour, vessels up to 300 tons, \$2.50 ; above 300 tons, \$3 each.

River pilotage inside St. Andrew's Bay, vessels up to 200 tons, \$4 each ; over 200 tons and up to 300 tons, \$5 each ; over 300 tons and up to 400 tons, \$6 each ; over 400 tons, \$8 each.

To or from St. Andrew's Bay to any loading place outside St. Andrew's Bay and within the county, vessels under 200 tons, \$6 each ; 200 to 300 tons, \$8 ; 300 tons and under 400, \$10 each ; 400 tons and upwards, \$12 each.

C. E. O. HATHEWAY,

Commissioner and Secretary.

ST. ANDREW'S, N.B., 3st December, 1891.

APPENDIX No. 9.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF ALBERTON, P.E.I., FOR THE YEAR ENDED 31st DECEMBER, 1891.

OFFICE OF PILOT COMMISSIONERS,

ALBERTON, P.E.I., 6th January, 1892.

Hon. C. H. TUPPER,
Minister of Marine, Ottawa.

SIR,—The following is the report of the pilotage authority for a portion of Prince County, P.E.I., for the year ending 31st December, 1891.

Name of Pilot.	Age.
George Wells, Alberton.....	26
Charles Gallant do	34
John W. White do	23

James Ellis, Bideford, lot 12, did not report.

Pilots licensed for general service throughout the district:—

Earnings of Pilots.

George Wells.....	\$ 58 85
Charles Gallant.....	71 60
John W. White.....	54 16
Total.....	184 61

Those amounts have been collected by the pilots individually, and all from British vessels.

WM. P. REID, *Chairman*,
T. E. BIRCH,
JOHN P. BRENNAN,
Pilotage Commissioners.

APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF
MIRAMICHI, N.B., FOR THE YEAR ENDED 31ST DECEMBER, 1891.

OFFICE OF PILOT COMMISSIONERS,
NEWCASTLE, MIRAMICHI, N.B., 10th December, 1891.

SIR,—I have the honour to enclose herewith the annual report of the pilotage authority of this district for the year ended 31st December, 1891.

I have the honour to be, sir,
Your obedient servant
R. R. CALL, *Secretary-Treasurer*.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine, Ottawa.

MIRAMICHI Pilots in account with R. R. Call, Secretary-Treasurer.

1891.	DR.	\$	cts.
June 18..	To paid Gillespie & Saddler's account for repairs to schooner.....	5	25
do 18..	H. A. Muirhead's do do	10	44
do 18..	James Henderson, surveying 4 schooners.....	10	00
Aug. 18..	Pilot master, amount paid for printing, &c.....	5	00
Sept. 18..	Rent of pilot master's office.....	20	00
do 18..	P. Howlan, building a boat.....	10	00
Nov. 19..	Interest on money borrowed to pay for service.....	25	20
do 19..	Rent of store for seine and fishing gear.....	10	00
do 19..	W. C. Huston's account for printing	4	00
do 19..	Miramichi Steam Navigation Co., fares, pilots..	6	00
do 19..	Alexander Martin, pension.....	100	00
do 19..	2 pilots amount returned on account of seine.....	2	70
do 19..	Stationery, postage, &c.....	2	47
do 19..	Mrs. A. McEachran, one share in schooner	127	58
do 25..	3 per cent commission on \$9,721.32.....	291	64
do 25..	28 pilots, \$324.68 each	9,091	04
		9,721	32
	CR.		
Nov. 25..	By amount collected pilotage, inwards.....	\$	4,203 99
do 25..	do do outwards.....	4,707	83
do 25..	do removals.....	473	50
do 25..	do extra services.....	36	00
do 25..	do earned by pilots outside pilotage.....	300	00
		9,721	32

R. R. CALL, *Secretary-Treasurer*.

RATES of Pilotage chargeable at Miramichi on all vessels, British and Foreign.

	\$ cts.
When inward bound.....	2 25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	0 02 per ton.
When outward bound.....	2 00 per foot.
For every vessel taken to sea after the 1st day of November a bonus of.....	4 00
For the removal and mooring of vessels—	
Not exceeding 100 tons.....	1 50
do 200 do.....	2 00
do 300 do.....	3 00
Exceeding 300 tons.....	4 00
And where the distance of removal exceeds 4 miles 50 per cent to be added to the rate.	

NATIONALITY of vessels piloted inwards for the year 1891.

Nationality.	Number.	Nationality.	Number.
British.....	63	German.....	2
Swedish and Norwegian.....	41	French.....	2
Italian.....	24	Spanish.....	1
Austrian.....	7		
United States.....	6	Total.....	150
Russian.....	4		

PILOTAGE returns for the Pilotage District of Miramichi, N.B., for the year ended 31st December, 1891.

Class of Vessel.	Number.	Number.
Vessels reported inwards—		
British steamers	9	
do sailing vessels.....	54	
Foreign steamers.....	2	
do sailing vessels.....	85	150
Vessels reported outwards—		
British steamers	10	
do sailing vessels	48	
Foreign steamers.....	2	
do sailing vessels	85	145
Vessels removed—		
British steamers	3	
do sailing vessels.....	14	
Foreign steamers.....		
do sailing vessels	55	72
Vessels, extra service—		
British steamers		
do sailing vessels.....	8	
Foreign steamers.....		
do sailing vessels.....	1	9
	\$ cts.	
Total amount of pilotage inward—		
British steamers	431 17	
do sailing vessels.....	1,331 79	
Foreign steamers.....	71 67	
do sailing vessels.....	2,369 36	4,203 99
Total amount of pilotage outward—		
British steamers	301 50	
do sailing vessels.....	1,349 00	
Foreign steamers.....	51 00	
do sailing vessels.....	3,006 33	4,707 83
Total amount of removals—		
British steamers	24 00	
do sailing vessels.....	81 50	
Foreign steamers.....		
do sailing vessels.....	368 00	473 50
Total amount for extra services—		
British steamers		
do sailing vessels.....	32 00	
Foreign steamers.....		
do sailing vessels	4 00	36 00

PILOTAGE returns for the Pilotage District of Miramichi, N.B., for the year ended 31st December, 1891—*Concluded.*

No.	Names of Pilots.	Age.	For what Service.	Remarks.
2	Louis Jimmo.....	37	Full license.....	
4	Angus McEachran.....	72	do	
5	Mitchell Martin.....	62	do	
6	Francis Martin.....	57	do	
7	Maxime Martin.....	46	do	
9	Angus McLean.....	58	do	
10	Alexander Wilson.....	45	do	
11	Robert J. Walls.....	40	do	
12	George Savoy.....	47	do	
13	Reuben Nowlan.....	47	do	
14	John McEachran.....	41	do	
15	Charles McLean.....	52	do	
20	Oliver Foster.....	50	do	
22	William Walls, sen.....	37	do	
23	William Tait.....	68	do	Pilot master.
26	John McCullam.....	39	do	
27	James Nowlan.....	40	do	
28	Dudley P. Walls.....	45	do	
29	George Sutton.....	40	do	
30	James A. Nowlan.....	36	do	
31	George T. Tait.....	34	do	Leave of absence given
32	Joseph Jimmo.....	36	do	for 1891.
33	James McCullam.....	47	do	
34	Allan McEachran.....	32	do	
35	John Martin.....	32	do	
36	Asa Walls.....	32	do	
37	William Walls, jun.....	34	do	
38	John Nowlan.....	35	do	
39	Patrick Nowlan.....	32	do	

LIST of Pilot Boats licensed.

No.	Names of Boats.	Tonnage.	Captains.	When First Licensed.	When Last Licensed.
11	May Queen.....	22 50	Angus McLean.....	May, 1878.....	May, 1891.
13	Two Brothers.....	25	John McCullam.....	do 1878.....	do 1891.
14	Empress.....	25 57	Patrick Nowlan.....	do 1878.....	do 1891.
15	Princess Louise.....	20 85	Robert J. Walls.....	do 1879.....	do 1891.

STATEMENT showing the yearly expenditure by the Pilots on account of the Pilot Schooners during the past five years.

No.	Names of Schooners.	1887.	1888.	1889.	1890.	1891.
11	May Queen.....	354 59	463 35	420 64	375 13	379 71
13	Two Brothers.....	454 77	474 36	504 90	423 60	432 39
14	Empress.....	356 08	379 71	434 38	465 93	473 48
15	Princess Louise.....	263 12	334 00	370 47	321 27	346 33
	Totals.....	1,428 56	1,651 42	1,730 39	1,585 93	1,631 91

R. R. CALL,
Secy.-Treasurer.

APPENDIX No. 11.

REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, N.B., FOR
THE CALENDAR YEAR ENDED 31st DECEMBER, 1891.

Owing to the absence of the commissioners no meeting was held at which the report could be submitted.

EDWARD HICKSON,
Secretary.

APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, B.C., FOR THE
CALENDAR YEAR ENDED 31ST DECEMBER, 1891.

NANAIMO, 5th January, 1892.

The Honourable

The Minister of Marine and Fisheries.

SIR,—Accompanying, find pilotage returns of the Nanaimo Pilotage Authority for the year ending 31st December, A.D. 1891, in accordance with the Pilotage Act, 1886.

I am, Sir,

Your obedient servant,

C. C. McKENZIE,

Acting Secretary.

PILOTAGE Returns—(a & b) Names and ages of Pilots, &c.

Name.	Ages.	Service.	Remarks.
John Sabiston, sen.....	65	Harbour....	
John Sabiston, jun.....	38	District....	
Daniel Morrison.....	51	do.....	
James Peter Bendrodt.....	31	do.....	
Jas. Christensen.....	50	do.....	Under suspension for 3 months.....

(c). Rates of pilotage dues, &c. :—

Half pilotage.....	\$ 1 per foot.
Full do.....	2 do
Gulf do.....	10 per diem.
Alaska mail steamer.....	40 per month.

(d). Total amount received for pilotage dues, distinguishing amounts from British ships and from foreign ships :—

Pilotage dues from British ships.....	\$ 4,892 00
do foreign do.....	18,244 00

Total pilotage dues.....\$23,136 00

(e). Receipts and expenditure :—

RECEIPTS.

Balance from 1890.....	\$ 1,158 26
Pilotage dues to 31st December, 1891.....	23,136 00
Pilot license.....	50 00
	<u>\$24,344 26</u>

EXPENDITURE.

Paid Pilot Sabiston, sen.....	\$ 4,454 88
Sabiston, jun.....	4,454 88
Morrison	4,454 88
Bendrodt	4,454 88
Christensen	3,588 86
Commissioners	460 00
Treasurer	165 00
Secretary	165 00
Rent.....	120 00
Incidental expenses.....	84 85
	<hr/> \$22,403 23
Balance for 1892.....	<hr/> \$ 1,941 03 <hr/>

E. QUESNELL,
Chairman.
C. C. McKENZIE,
Acting Secretary

NANAIMO, 5th January, 1892.

APPENDIX No. 13.

REPORT OF THE YALE AND NEW WESTMINSTER PILOTAGE AUTHORITY, FOR THE YEAR ENDED 31ST DECEMBER, 1891.

VICTORIA, B.C., 9th January, 1892.

The Honourable

The Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour to enclose accounts and statements, balance sheets, etc., for the year ending 31st December, 1891, *re* the Yale and New Westminster Pilotage Authority.

You will notice a new item under head of disbursements, (*i.e.*) pilotage expense; this is incurred in the following way:—

All pilotage earned is now handed into office.

(1.) 10 per cent of whole is deducted for office expenses.

(2.) Expenses of maintaining pilot service is paid, (*i.e.*) master of sloop's salary, crew of sloop's salary, their maintenance, etc.

(3.) If any surplus is over it is divided amongst pilots at end of every quarter.

Under old system pilots all paid and maintained their own sloops, and made what they could individually.

I have the honour to be, sir,

Your obedient servant,

C. GORDON JOHNSON,

Secretary New Westminster and Yale Pilotage Authority.

STATEMENT OF RECEIPTS AND DISBURSEMENTS FOR YEAR ENDING 31ST DECEMBER, 1891.

Receipts.

Balance in bank.....	
Pilotage earnings for year	\$ 10,969 00
Licenses.....	
Fines	100 00
	\$11,069 00

Expenditure.

Paid pilots.....	\$ 7,335 21
Expense accounts—	
Office.....	\$ 887 61
Pilotage.....	2,061 79
	2,949 40
Balance in bank.....	784 39
	\$ 11,069

Balance Sheet for 1891.

Reserve fund.....	\$	1,027	00
Interest to 31st December, 1891.....		37	94
Commission account.....		1,096	90
Fines.....		100	00
Surplus earnings for quarter ending 31st December, 1891.....		475	10
			<u>\$ 2,736 94</u>
Expense account.....	\$	887	61
Bank balance, special deposit.....		1,064	94
do current account.....		784	39
			<u>\$ 2,736 94</u>

For 1891.

No. of License.	Name of Pilot.	Age.	Service.	Remarks.
1	Donald Urquhart.....	43	} Licensed to pilot vessels of any size or description within limits of district.	On sick list.
2	Wm. Ettershank..	48		Active.
3	Thos. Bebbington..	45		do
4	Geo. W. Robertson....	40		On sick list.

Pilotage dues now in force are the same as approved by Order in Council, 20th September, 1890.

Pilotage collected.

64	British vessels, inwards,	91,052	tons.....	\$	2,539	00
90	Foreign do do	84,758	do		2,687	50
62	British do outwards,	82,213	do		2,552	50
91	Foreign do do	82,193	do		3,190	00
					<u>\$10,969</u>	<u>00</u>

C. GORDON JOHNSON,

Secretary Yale and New Westminster Pilotage Authority.

VANCOUVER, B.C., 5th January, 1892.

APPENDIX No. 14.

REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA, B.C., FOR THE
YEAR ENDED 31st DECEMBER, 1891.

VICTORIA, B.C., 6th January, 1892.

SIR,—I have the honour to transmit herewith the pilotage returns for the pilotage district of Victoria and Esquimalt, in the province of British Columbia, for the year ending 31st December, 1891, as called for in section 24, chap. 54 of the Act 36 Victoria, and hope the same will reach you in season to be embodied in usual supplement to your annual report, a copy of which I should appreciate when printed and issued.

I have the honour to be, sir,

Your most obedient servant,

EDGAR CROW BAKER,

Secretary-Treasurer Pilotage Authority.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

PILOTAGE returns, Victoria and Esquimalt Pilotage District, B.C., 1st January to 31st
December, 1891.

LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	James McIntosh...	63	23rd April, 1880...	9th Jan., 1873...	Died 10th February, 1891.
2	John Thompson...	42	23rd April, 1880...	4th Dec., 1878...	Originally a British Columbia pilot.
3	James Ramsey....	61	21st Oct., 1889....	9th June, 1889...	do do
4	William Meyer....	41	6th May, 1890....	6th May, 1890...	Resigned to command str. "Danube," 14th March, 1891.
5	Sam. W. Bucknam	41	6th March, 1891...	6th March, 1891.	Victoria and Esquimalt district.
6	John Newby . . .	42	10th April, 1891...	10th April, 1891.	do do

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above-named district.

There are no masters and mates acting under license from this pilotage authority, all the certificates previously granted having expired by efflux of time.

Clauses I, II, III, page 213 supplement to 19th annual report, with reductions on pages 200 and 201 (supplement to 21st annual report) apply to this year also.

Same Acts and parts of Acts as last year apply to 1891, and list of exempted vessels and Puget Sound rates remain the same.

Date.	Nature of Receipt.	Amount.	Date.	Head of Service.	Amount.
1891.		\$ cts.	• 1891.		\$ cts.
Jan. 1 to Dec. 31	To Balance from last year.....	441 01	Jan. 1 to Dec. 31	By B. C. Pilots' Division, Puget Sound, surplus.....	441 01
do 1 do 31	Pilotage dues under Clause IV.....	12,054 75	do 1 do 31	do earnings as per receipts.....	10,849 27
do 1 do 31	American tugs, $\frac{1}{2}$ pilotage, outwards, as per cash-book.....	46 56	do 1 do 31	Fees to commissioners, 12 months.....	300 00
do 1 do 31	Str. "Olympian," $\frac{1}{2}$ pilotage, outwards, 5 trips.....	52 50	do 1 do 31	Board of Examiners, examination fees.....	40 00
do 1 do 31	Certificate fees, Puget Sound steamers.....	700 00	do 1 do 31	Office expenses : rent, fuel, light, &c.....	345 55
do 1 do 31	Examination fees, 2 in number.....	40 00	do 1 do 31	Secretary-treasurer, 12 months' salary.....	600 00
do 1 do 31	License fees, 1 in number.....	25 00	do 1 do 31	Balance at credit of pilotage authority.....	783 93
		13,359 76			13,359 76

Approved and certified correct,

R. P. RUTHER,
ROBERT WARD,
THOS. B. HALL.

} Commissioners.

EDGAR CROW BAKER,
Secretary-Treasurer.

PILOTAGE Dues Collected, 1st January to 31st December, 1891.

Month.	British.	Foreign.	Total.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	
January.....	141 00	586 75	727 75	N.B.— The total, \$12,054.75, does not include a sum of \$752.50 collected from the Puget Sound steamers, or \$46.50 collected from various American tugs for half pilotage, outwards.
February.....	229 85	669 00	898 85	
March.....	116 50	691 00	807 50	
April.....	249 50	692 50	942 00	
May.....	266 35	750 10	1,016 45	
June.....	536 35	782 75	1,319 10	
July.....	345 60	852 50	1,198 10	
August.....	383 75	841 25	1,225 00	
September.....	266 00	690 00	956 00	
October.....	320 60	743 25	1,063 85	
November.....	492 00	637 50	1,129 50	
December.....	219 75	550 90	770 65	
	3,567 25	8,487 50	12,054 75	

APPENDIX No. 15.

STEAM Vessels inspected for the year ended 31st December, 1891

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Alberta.....	500	Mar. 20.....	2,282	190 56	Screw, passenger.
Athabasca	500	do 21	2,269	189 52	do do
Minnie Kidd.....	64	April 1.	18	6 44	do passenger ferry.
Dolphin.....		do 2.....	13	6 04	do tug.
Lewis Shickluna		do 3	16	6 28	do do
John Hunter		do 4.....	32	7 56	do dredge tug.
Arlington.....	100	do 4	23	6 84	do passenger ferry.
Manitoba.....	500	do 7	2,616	217 28	do passenger.
Rosedale.....		do 8.....	1,507	125 56	do freight.
Heather Bell.....		do 9	20	6 60	do fishing tug.
City of Midland	400	do 13.....	748	57 84	do passenger.
G. P. McIntosh.....		do 14	58	9 64	do fishing tug.
Fred. A. Hodgson.....		do 13.....	63	10 04	do tug.
Bob. Foote.....		do 14	40	8 20	do fishing tug.
Ethel.....		do 14	13	6 04	do do
Welcome.....		do 14.....	21	6 68	do do
Grace Darling		do 14.....	28	7 24	do do
Manitou.....	300	do 15.....	497	47 76	Paddle, passenger.
Anderson.....		do 15.....	16	6 28	Screw, fishing tug.
Rover.....		do 15.....	51	9 00	do do
Garnet.....		do 15	19	6 52	do do
Alert.....		do 17.. ..	47	8 76	do tug.
W. A. Rooth.....		do 17.....	52	9 16	do do
Maggie		do 18.....	37	7 96	do do
Inez.....		do 18.. ..	59	9 72	do do

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Erin.....		April 17.....	512	45 96	Screw, freight.
Hector.....		do 17.....	43	8 44	do tug.
Jane Armstrong.....		do 18.....	45	8 52	do do
Clinton.....		do 17.....	430	39 40	do freight.
S. Neelon.....		do 20.....	46	8 68	do tug.
Wales.....		do 17.....	350	33 00	do freight.
Sir S. L. Tilley.....	10	do 20.....	1,178	102 24	do passenger and freight.
Celtic.....	60	do 23.....	698	63 84	do do
Lake Michigan.....		do 23.....	573	50 84	do freight.
Macassa.....	539	do 23.....	459	44 72	Twin screw, passenger.
Canada.....	30	do 23.....	644	59 52	Screw, passenger and freight.
Northern Belle.....	250	do 14.....	322	49 04	do passenger.
Atlantic.....	318	do 14.....	683	62 64	do do
Baltic.....	307	do 14.....	1,324	113 92	Paddle, passenger.
Favourite.....	333	do 24.....	491	47 28	Screw, passenger.
Hiawatha.....		do 24.....	39	8 12	do tug.
Pacific.....	310	do 14.....	918	81 44	do passenger.
Lothair.....		do 22.....	413	37 96	do freight.
Saginaw.....		May 1.....	357	33 56	do wrecking tug.
Lurline.....		do 1.....	66	10 28	do pleasure yacht.
City of Dresden.....	40	do 2.....	194	23 52	do passenger and freight.
Willie Scagel.....		do 2.....	22	6 76	do tug.
Esperanza.....		do 4.....	17	6 36	do pleasure yacht.
Chicora.....	872	do 5.....	931	82 48	Paddle, passenger.
Kathleen.....	183	do 4.....	391	39 28	Screw, passenger and freight.
United Empire.....	396	do 6.....	1,961	164 88	do passenger.
Sovereign.....		do 6.....	613	54 04	do freight.
St. Magnus.....	25	do 8.....	853	76 24	do passenger and freight.
Union.....	130	do 8.....	267	29 36	Paddle, passenger, ferry
Prowett Beyer.....		do 9.....	10	11 60	Screw, fishing tug.
Modjeska.....	720	do 13.....	455	44 40	Twin screw, passenger.
Mazeppa.....	300	do 12.....	146	19 65	Screw, passenger.

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Abeona.....		May 13.....	46	8 68	Screw, pleasure yacht.
Cibola.....	1,176	do 11.....	961	84 88	Paddle, passenger.
Mascott.....	128	do 15.....	49	8 92	Screw, passenger.
John Hanlan.....	172	do 15.....	37	7 96	do do
Sadie.....	377	do 15.....	154	20 32	Paddle, passenger.
Glenrosa.....	40	do 12.....	63	10 04	Screw, passenger.
Wenona.....	100	do 12.....	161	20 88	Paddle and screw, passenger.
Emulator.....		do 19.....	25	7 00	Screw, tug.
Viola.....		do 26.....	68	10 44	do pleasure yacht.
C. H. Merritt.....	340	do 20.....	122	17 68	do passenger.
Canadian.....	340	do 21.....	231	26 48	Paddle, passenger.
Mayflower.....	900	do 21.....	189	23 12	do
Primrose.....	900	do 21.....	189	23 12	do
Truant.....	100	do 21.....	23	6 84	Screw, passenger.
Island Queen.....	100	do 21.....	23	6 84	do
Jessie L. McEdwards.....	116	do 21.....	21	6 28	do
Gertrude.....	163	do 21.....	76	11 08	do
Kathleen.....	200	do 21.....	110	16 80	do
W. M. Alderson.....	200	do 22.....	122	17 68	Twin screw, passenger.
Mocking Bird.....	46	Oct. 15.....	38	8 04	Screw, passenger.
Shawanaga.....		May 23.....	96	12 66	Screw, tug.
Agnes.....		do 26.....	23	6 84	do
Maud L.....		do 27.....	14	6 20	do
A. W. Crawford.....		do 27.....	51	9 16	do
J. H. Jones.....		do 28.....	208	21 72	Screw, fishing.
Mary Arnott.....	Not	certificated ..	8	5 64	do tug.
P. Cress.....		May 28.....	63	10 04	do freight.
Phoenix.....		do 29.....	37	7 96	do tug.
Spray.....		do 29.....	15	6 20	do tug.
Orillia.....	234	June 5.....	135	18 80	do passenger.
Southwood.....	40	do 5.....	19	6 62	do do
Longford.....	40	do 5.....	53	9 24	do do

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Gypsy.....		June 6.....	20	6 60	Screw, pleasure yacht.
Comet.....		do 6.....	20	6 60	do tug.
Imperial.....	200	do 9.....	245	27 60	do passenger.
Muskoka.....	40	do 15.....	99	12 92	do do
Nipissing.....	343	do 15.....	275	30 00	Paddle, passenger.
Oriole.....	40	do 15.....	75	11 00	Screw, passenger.
Dauntless.....		do 16.....	8	5 64	do tug.
Rosseau.....		do 16.....	53	9 24	do tug.
Bertha May.....		do 16.....	20	6 60	do tug.
Kenozha.....	200	do 17.....	191	23 28	do passenger.
Lake Joseph.....		do 17.....	28	7 24	do tug.
Edith May.....		do 17.....	45	8 60	do freight.
Mink.....	40	do 17.....	13	6 04	do passenger.
Jennie Wilson.....		do 18.....	7	5 56	do tug.
Ontario.....		do 18.....	11	5 88	do tug.
Sunbeam.....		do 18.....	4	15 96	do pleasure yacht.
Onagonah.....	25	do 18.....	19	6 52	do passenger.
Kate Murray.....		do 19.....	3	10 48	do tug.
Naiad.....		do 19.....	29	7 32	do pleasure yacht.
Eurydice.....	554	do 22.....	590	55 20	Paddle, passenger.
Mary A. Laughlin.....		do 23.....	23	6 84	Screw, tug.
Equal Rights.....		do 24.....	6	5 46	do tug.
Bruce.....		do 25.....	16	6 28	do tug.
Mabel.....		do 25.....	11	5 88	do tug.
Minnehaha.....		do 26.....	32	7 56	do tug.
Eagle.....	14	do 26.....	12	5 96	do passenger.
Ostella.....	Not	registered.			
Alford Morrell.....		June 26.....	40	8 76	do tug.
Chieftain.....	Not	certificated ..	40	8 20	do passenger.
Couchiching.....	do	do ..	105	13 40	do tug.
Rambler.....	do	do ..	14	6 12	Twin screw, tug.
Brothers.....		July 15.....	18	19 20	Screw, fishing tug.

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Kakabeka		July 15.....	113	17 04	Screw, freight.
Three Friends		do 16.....	97	12 84	do fishing tug.
Salty Jack.....		do 16.....	45	8 60	do tug.
Mary Ann.....		do 17.....	86	11 96	do tug.
Kate Marks		do 17.....	54	9 32	do do
Minota.....	Not	registered.....			do do
R. Kendrick.....	40	July 27..... 1891.	15	6 20	do passenger.
Enterprise	40	Nov. 30..... 1892.	148	19 84	Twin screw, passenger.
Siesta		July 27.....	3	5 24	Screw, pleasure yacht.
Sea Flower.....		do 28.....	7	5 56	do do
Lillie	Not	certificated...	50	9 00	Screw, passenger.
Queen.....	20	July 29.....	7	5 56	do do
Minota.....		do 29.....	29	7 32	Pleasure yacht.
Camilla			54		do do
Rival		Aug. 6.....	125	15 00	Paddle, tug.
Meteor.....		do 6.....	337	34 96	do freight.
Ann Long		do 6.....	45	8 60	Screw, tug.
Houghton.....		do 7.....	49	8 92	Twin screw, tug.
Vixen.....		do 7.....	68	10 44	Screw, tug.
Delight		do 7.....	26	7 08	do do
W. J. Aikens.....		do 10.....	42	8 36	do do
Hattie Vinton.....		do 10.....	55	9 40	do do
Bertha Endress.....		do 10.....	32	7 56	do do
Edgar P. Sawyer		do 11.....	52	9 08	do do
Othello.....		do 11.....	8	12 40	do fishing tug.
Annie Clark.....		do 12.....	51	9 08	do do
Clara Hickler		do 12.....	42	8 36	do tug.
W. L. Davis.....		do 13.....	46	8 68	do do
Fred Davidson		do 25.....	43	8 46	do do
Home Rule		do 25.....	3	5 26	do do
Maud	29	do 25.....	18	6 44	do passenger.
Thomas		do 26.....	76	11 08	do freight.

STEAM Vessels Inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Adrelexa.....		Aug. 26.....	15	6 20	Screw, pleasure yacht.
Severn.....		do 26.....	44	8 52	do tug.
Waubashene.....		do 27.....	97	12 76	do tug.
May Flower.....		do 27.....	14	6 12	do do
John William.....		do 27.....	14	6 12	do do
Eva Belle.....		do 27. ..	10	5 80	do fishing tug.
Severn Belle.....		do 27.....	8	5 64	do tug.
H. L. Lovering.....		do 28.....	55	9 40	do do
Tender.....	22	do 28.....	31	7 40	do passenger.
Pocahontas.....		do 29.....	32	7 56	Paddle, tug.
Lansdowne.....	300	do 29... ..	1,571	133 68	do Ry. car ferry.
Great Western.....	300	do 29.....	1,080	94 40	do do
International.....		Sept. 16.....	82	11 56	Screw, tug.
Monarch.....	332	do 18...	2,017	169 36	Screw, passenger and freight.
Seguin.....	20	do 28.....	818	73 44	Screw, passenger and freight.
George Douglas.....		Oct. 6.. ..	42	8 36	Screw, tug.
Fanny Arnold.....		do 8.....	73	10 84	do do
P. S. Hiesordt		do 8.....	45	8 60	do do
Clara.....		do 9.....	12	5 96	do fishing tug.
Starlight		do 9....	16	6 28	do tug.
James Clark.....		do 10	48	8 84	do fishing tug.
John Harrison.....		do 10.....	44	8 52	do tug.
Frank Reed		do 12.....	34	7 72	do do
Uncle Jim.....		do 12.....	11	5 96	do do
P. M. Campbell		do 13.....	49	8 92	do do
Yacht Maida.....	Not	certificated...	3	5 24	do do
Maggie May.....		Oct. 14.....	46	8 68	do do
James Storey.....		do 15.....	49	8 84	do do
Mary A. Day	Not	certificated...	45	8 60	do fishing tug.
Port Elgin Queen.....		Oct. 23.....	37	7 56	do do
Mascot.....		Nov. 13.....	21	6 68	do do
Alpha.....		do 14.....	34	7 32	do tug.

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspc- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Metanora.....		April 29.....	239	24 12	Screw, tug.
Enterprise.....		do 29.....	620	54 60	do freight.
Ocean.....	150	do 29.....	684	62 72	do passenger.
Joe Mac.....		do 30.....	44	8 44	do tug.
Maggie R. Mitchell.....		do 30.....	40	8 20	do do
James Norris.....		do 30.....	50	9 00	do do
Maggie A. Bennett.....		May 1.....	34	7 72	do do
C. W. Chamberlain.....		April 30.....	385	35 80	do freight.
Resolute.....		May 4.....	139	16 12	do tug.
Superior.....		do 4.....	89	12 12	do do
Susan C. Doty.....		do 4.....	26	7 08	do do
Dominion.....		do 6.....	478	43 24	do freight.
Harvey Neelon.....		do 7.....	65	10 12	do tug.
Ella Taylor.....		do 7.....	34	7 72	do do
Home Rule.....		do 7.....	81	11 48	do do
Electric.....		do 8.....	6	5 48	do pleasure yacht.
Mizpah.....	90	do 8.....	18	6 44	do passenger.
Queen of the Isles.....	100	do 8.....	40	8 20	do do
Chicoutimi.....	278	do 11.....	110	16 80	Paddle, passenger.
Myles.....		do 13.....	1,211	101 88	Screw, freight.
Ongiara.....	244	do 16.....	98	12 84	do passenger.
J. C. Clark.....	264	do 6.....	145	19 60	do passenger ferry.
Kittie Haight.....		do 19.....	60	9 80	do tug.
Despatch.....		do 19.....	33	7 64	do do
Thames.....	300	do 20.....	82	11 56	Paddle, passenger.
City of London.....	300	do 20.....	79	11 32	do do
City of Windsor.....	80	April 22.....	511	48 78	Screw, passenger and freight.
Maid of the Mist.....	80	May 22.....	62	9 96	do passenger.
Greyhound.....	335	do 21.....	337	34 86	do do
Mary.....	75	do 25.....	62	9 96	do passenger and tug.
City of Chatham.....	553	do 26.....	341	35 28	do passenger.
Dominion.....		do 26.....	138	16 04	do freight.

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

Nnme of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Vick		May 26	13	6 04	Screw, tug.
Alfred Wilson		do 27	33	7 64	do do
Rosamond		do 29	23	6 84	do pleasure yacht.
Carmona	750	June 1 . . .	980	86 40	Paddle, passenger.
Campana	300	do 3	1,679	142 32	Twin screw, passenger and freight.
John Milton	200	May 28	93	12 44	Screw, passenger.
Ruby	40	June 4	72	10 76	do do
Snowstorm .....		.....	17	6 36	do tug.
Blandina		June 11	46	8 68	do pleasure yacht.
Clark Bros.		do 9	5	5 40	do freight.
Verbena May		do 15	5	5 40	do tug.
Sarah E. Day		do 15	5	5 32	do do
Clucas		do 17	28	7 32	do fish tug.
A. Chambers		do 17	23	6 84	do tug.
Sea Gull		do 17	19	6 52	do do
Juno		do 17	28	7 24	do do
J. W. Steinhoff	413	do 19	312	32 96	do passenger.
Lillie Smith		do 23	302	29 16	do freight.
Jessie		do 23	118	14 44	do tug.
Lottie Maud		do 24	10	5 80	do fish tug.
Kingfisher		do 25	14	6 12	do do
Conservative		do 25	7	5 56	do do
Uncle John		do 25	7	5 56	do do
Nellie May		do 25	11	5 88	do do
Ida Bell		do 25	6	5 56	do do
Dan	80	July 3	56	9 48	do passenger.
Dixie	100	do 8	37	7 96	do do
Nautilus		do 10	9	5 72	do tug.
Golden City		do 27	35	7 80	do do
Ada Alice	64	Nov. 14	15	6 20	do passenger.
International	300	June 24	851	76 08	Twin screw, car ferry.
Huron	300	do 24	1,052	92 16	do do

STEAM VESSELS inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Ontario.....		July 13. . . .	57	9 56	Screw, tug.
Interocean.....	40	June 24. . . .	148	19 84	do passenger and freight.
Byron Terice.....	400	July 15.	268	29 44	do do
Ariadne.....		do 15.	38	8 04	do tug.
Harry Sewell.....		do 15.	25	7 00	do do
Grace Darling.....		do 15.	26	7 08	do do
Messenger.....		do 16.	15	6 20	do do
Arbutus.....		do 16.	49	8 92	do do
Sea Gull.....		do 16.	41	8 28	do do
E. Windsor.....		do 17.	86	11 88	do freight.
La Belle.....		Not certified..	75	11 00	do do
Euna.....		July 16.	6	5 48	do tug.
Energy.....		do 17.	116	14 28	do freight.
W. S. Ireland.....		do 17.	105	13 40	do do
City of Mt. Clemens.....		do 17.	102	13 16	do do
Nina.....		do 17.	11	5 88	do tug.
Ripple.....		do 17.	15	6 30	do do
Frankie.....		do 17.	24	6 92	do freight and tug.
Juno.....		do 18.	210	21 80	do freight.
W. F. McRae.....		do 18.	46	8 68	do tug.
Charlton.....		do 20.	261	25 88	do do
Maggie Mason.....	40	June 26.	56	9 46	do passenger.
Ivey Alderson.....	87	Aug. 4.	39	8 04	do do
Maid of the Mill.....		do 5.	8	5 64	do pleasure yacht.
Zeypher.....		do 7.	19	6 52	do do
Victoria.....			3	5 25	do tug.
City of Stratford.....			4	5 32	Twin screw, pleasure yacht.
Orion.....		Aug. 11.	591	52 28	Screw, freight.
Florence.....	13	do 20.	8	5 64	do passenger.
Mary Louise.....	40	do 20.	64	10 12	do do
Excelsior.....	40	do 20.	35	7 80	do do
Erastus Wiman.....	34	do 20.	54	9 32	do do

STEAM VESSELS inspected, &c.—West Ontario Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Lady of the Lake.		None issued			Screw, tug.
Northern.		Aug. 21.	99	12 92	Paddle, tug.
Ethel May.		do 22.	4	5 32	Screw, pleasure yacht.
Gordon Jerry.		do 28.	124	14 92	do freight.
Marguerite.		None issued	8	8 64	do do
Harold Gauthier.		Sept. 3.	9	5 72	do fish tug.
Gordon Gauthier.		do 3.	26	7 08	do do
Walter Scott.		do 3.	26	7 08	do do
Richard S. King.		None issued	58	9 64	do tug.
Norcross.		Sept. 16.	20	6 60	do do
Maggie McLean.		do 16.	37	50 72	do do
Copanoning.		do 16.	18	6 44	do do
Gertrude A. Rennie.		do 16.	14	6 12	do fish tug.
• Douglas.		do 18.	5	5 40	do tug.
Sweet Mary.		do 18.	13	6 04	do do
Saucy Jinn.		do 22.	93	24 88	do do
Isabella.		do 23.	44	8 52	do do
Conqueror.		do 23.	25	7 00	do do
Sonntag.		Oct. 1.	7	5 56	do pleasure yacht.
Arcadia.		do 6.	23	6 84	do fish tug.
W. H. Siebold.		do 6.	22	6 76	do do
Hiawatha.		do 7.	163	20 96	do passenger.
W. M. German.		do 9.	28	7 24	do tug.
Owen.		do 9.	103	13 24	do freight.
Elgin.		do 15.	16	6 28	do tug.
Augusta.		do 29.	57	9 56	do do
Nellie Bly.		do 30.	6	5 48	do fish tug.
Vera.		Not certified.	14	6 04	do passenger.
Rescue.		Nov. 26.	7	5 56	do do
			15,926	1,994 44	

JOHN DODDS,
Steamboat Inspector.

STEAM VESSELS inspected for the year ended 31st December, 1891.

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Michigan.....	500	Feb. 25 ...	1,730	146 40	Paddle, car ferry.
Ontario	500	March 18....	1,615	137 20	do do
Frank Jackman ...		do 28....	39	8 12	Screw, tug.
Acadia.....	125	do 28....	806	72 50	do passenger and
Hope	200	Dec. 1891. 1....	170	21 60	do freight.
Telegram.....	200	1892. April 2 ...	322	33 76	do ferry.
United Lumberman.....		do 3....	399	36 92	do passenger.
Africa.....		do 1....	482	43 56	do freight.
Lakeside	491	do 4....	348	35 84	do do
Persia.....	150	do 9 ...	757	68 56	do passenger.
Tecumseh		do 9....	840	72 20	do freight.
W. B. Hall.....		do 10 ...	608	53 64	do do
L. Shickluna.....		do 14....	626	55 08	do do
			8,742	785 38	

O. P. ST. JOHN,
Steamboat Inspector.

STEAM VESSELS inspected for the year ended 31st December, 1891.

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspe- ction Fees paid.	Remarks.
		1892.		\$ cts.	
Onaping		April 24 ...	256	25 48	Screw, tug.
*Lillie		Not certificat'd			Boiler burned ; cause, low water.
Luella	122	May 18....	38	8 04	Screw, passenger, ferry.
*Viola		do 26....	68	10 44	do pleasure yacht.
			362	43 96	

* These vessels are also returned in Mr. Jas. Johnston's list of steamers inspected by him.

W. J. MENEILLEY,
Chairman Board of Steamboat Inspection.

STEAM Vessels not Inspected for the Year ended 31st December, 1891.

WEST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Why not inspected and class of Vessel.
			\$ cts.	
Cambia.....	937	590	.....	Paddle, passenger...)
Rupert.....	512	292	.....	do do ...)
Kincardine.....	199	135	.....	Screw, freight...)
A. H. Jennie.....	148	108	.....	do do)
Cherokee	179	121	.....	do tug)
Cecebe.....	11	8	.....	do do)
George Maytham.....	40	27	.....	do do)
Herbert M.	26	18	.....	do do)
Marshall & Murray.....	16	11	.....	do do)
Mary of Port Stanley....	4	3	.....	do do)
George Dean.....	Not registered.		.....	do do)
Skipper.....	Not registered.		.....	do do)
Siskiwit.....	47	37	.....	do do)
Ontario.....	1,338	910	.....	do passenger...)
Evangeline.....	24	16	.....	do yacht.....)
Maud S.	14	11	.....	do tug.....)
C. J. G. Munro.....	43	31	.....	Screw, tug. Laid up before the expiration of former certificate.
Algonquin.....	1,806	1,172	149 48	Screw, freight)
Ida.....	21	6	.....	do yacht...)
Revis Belle.....	8	5	.....	do do)
Halcro.....	8	5	.....	do do)
Rescue	20	17	.....	do do)
Ranger.....	8	5	.....	do do)
Startled Fawn.....	25	17	.....	do do)
Stella.....	9	6	.....	do tug ..)
Spray of Wallaceburg...	47	32	.....	do do)
Myrtle.....	9	7	.....	do passenger...)
Fanny.....	5	3	.....	do fishing tug.)
Lilly.....	22	15	.....	do tug.....)
Sea King.....	129	87	.....	do do)
Ocean Lilly.....	3	2	.....	do do)
Minnie Martin.....	10	7	.....	do do)

Not running.

No application.

STEAM Vessels not inspected for the Year ended 31st December, 1891—*Concluded.*
WEST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Why not inspected and class of Vessel.
			\$ cts.	
Butcher Boy	94	64	. . . . .	Screw, tug.
Edward Blake.	13	9	. . . . .	do do
Rock.	14	10	. . . . .	do fishing tug.
Purvis	13	9	. . . . .	do do
Advance.	72	49	. . . . .	do do
Henry Smyth.	40	27	. . . . .	do do
Maganetawan.	208	179	. . . . .	do tug.
	6,122	4,051	149 48	

STEAM Vessels inspected for the year ended 31st December, 1891.

WEST ONTARIO DIVISION.

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Michigan.....	500	April 7..	1,729·80	146 40	Paddle, car ferry.
Ontario.....	500	Mar. 18..	1,615·40	137 20	do
Africa.....		April 1..	482·39	43 56	Screw, freight, all the lakes.
United Lumberman.....		do 3..	398·91	36 92	do do
Rosedale.....		do 13..	1,506·93	125 56	do do
Hope.....	200	Dec. 1..	169·96	21 60	do ferry, Windsor and Detroit.
Atlantic.....	318	1892. April 14..	682·63	62 64	do Collingwood and Sault Ste. Marie.
Pacific.....	310	do 14..	918·08	81 44	do do
Northern Belle.....	250	do 14..	322·21	49 04	do do
Tecumseh.....		do 9..	839·67	72 20	do all the lakes.
W. B. Hall.....		do 10..	657·70	53 64	do do
Clinton.....		do 17..	430·00	39 40	do do
Niagara.....		do 18..	468·00	42 44	do do
Erin.....		do 17..	512·22	45 96	do do
Wales.....		do 17..	350·01	33 00	do do
Sir S. L. Tilley.....	10	do 18..	1,177·77	102 24	do do
Lakeside.....	491	do 9..	348·24	35 84	do Toronto and St. Catharines.
Persia.....	150	do 18..	756·64	68 56	do all the lakes.
City of Windsor.....	80	do 22..	510·52	48 88	do Windsor and part on Lake Huron.
Lothair.....		do 22..	412·92	37 96	do all the lakes.
Lake Michigan.....		do 23..	573·28	50 89	do do
Celtic.....	60	do 23..	698·04	63 84	do do
Macassa.....	539	do 23..	459·06	44 72	do Toronto and Hamilton.
Acadia.....	125	do 23..	806·36	72 50	do Montreal and Chicago.
Athabasca.....	500	do 27..	2,268·63	189 52	do Owen Sound and Port Arthur.
Alberta.....	500	do 27..	2,282·14	190 56	do do
Manitoba.....	500	do 28..	2,615·85	217 28	do do
Algonquin.....		do 28..	1,805·61	149 48	do all the lakes.
Favorite.....	333	do 28..	491·33	47 28	do Meaford and Georgian Bay.
Ocean.....	150	do 29..	683·72	62 72	do Hamilton and Montreal.
C. W. Chamberlain.....		do 30..	384·93	35 80	do Penetanguishene and Geor- gian Bay.

STEAM Vessels inspected for the year, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Baltic.....	307	April 14..	1,323·77	113 92	Paddle, Owen Sound and Sault Ste. Marie.
Canada.....	30	May 1..	644·45	59 52	Screw, all the lakes.
L. Shickluna.....	do	2..	625·81	55 08	do do
Kathleen.....	183	do 4..	391·43	39 28	do Killarney and Web Wood.
United Empire.....	396	do 6..	1,960·65	164 88	do Sarnia and Duluth.
J. C. Clark.....	264	do 6..	145·23	19 66	do ferry, Sarnia and Port Huron.
Sovereign.....	do	6..	612·72	54 04	do all the lakes.
Union.....	130	do 8..	266·96	29 36	Paddle, Fort Erie and Black Rock.
Dominion.....	do	8..	478·13	43 24	Screw, all the lakes.
St. Magnus.....	25	do 9..	852·55	76 24	do do
Chicora.....	872	do 11..	930·50	82 48	Paddle, Toronto and Niagara.
Cibola.....	1,176	do 11..	961·47	84 88	do do
Winonah.....	100	do 12..	160·60	20 88	do and screw.
Glenrosa.....	40	do 12..	63·18	10 04	Screw, Burk's Falls.
Myles.....	do	13..	1,210·63	101 88	do all the lakes.
Enterprise.....	do	14..	620·42	54 60	do do
Manitou.....	300	do 15..	497·11	47 76	Paddle, Midland and Parry Sound.
Ongiara.....	244	do 16..	97·77	23 52	Screw, Niagara River.
City of Dresden.....	40	do 19..	193·87	12 84	do Lake Erie.
Telegram.....	200	do 19..	320·59	33 76	do do
Thames.....	300	do 20..	81·72	11 56	Paddle, London and Sprey Bank.
City of London.....	300	do 20..	76·85	11 32	do do
Mazeppa.....	300	do 20..	145·59	19 68	Screw, Burlington Bay.
Modjeska.....	720	do 20..	454·98	44 40	do do
Greyhound.....	335	do 21..	337·03	34 96	do
Mizpah.....	90	do 21..	18 05	6 44	do Toronto Bay.
John Hanlan.....	172	do 22..	36·96	7 96	do do
Canadian.....	340	do 22..	230·51	26 48	Paddle do
Mascotte.....	128	do 22..	48·94	8 92	Screw do
Sadie.....	377	do 22..	154·18	20 32	Paddle do
Luella.....	122	May 22..	37·83	8 04	Screw, Toronto Bay.
C. H. Merritt.....	340	do 23..	121·58	17 68	do Victoria Park.

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Gertrude	163	May 23..	75·54	11 08	Screw, Toronto Bay.
Kathleen.. . . .	200	do 23..	109·82	16 80	do do
Truant..... . .	100	do 23..	23·31	6 84	do do
Arlington	100	do 23..	23·37	6 84	do do
Island Queen	100	do 23..	23·31	6 84	do do
J. S. McEdwards...	116	do 23 .	21·40	6 68	do do
Chicoutimi	278	do 25..	110·47	16 80	Paddle, Victoria Park.
Joe Milton	200	do 28..	93·30	12 44	Screw, Port Stanley and Lake Erie.
Campana	300	June 3..	1,678·79	142 32	do all the lakes.
Minnie Kidd	64	do 4..	17·60	6 44	do Toronto Bay.
Southwood	40	do 5..	18·78	6 62	do Lake Couchiching.
Orillia	234	do 6..	134·51	18 80	do do Simcoe.
Longford	40	do 5..	53·29	9 24	do do do
Carmona	750	do 6..	976·93	86 40	Paddle, Toronto and Grimsby.
Imperial	200	do 10..	245·10	27 60	Screw, Meaford and Wiarton.
Maid of the Mist...	80	do 13..	61·97	9 96	do Niagara River.
W. M. Alderson....	200	do 16..	121·09	17 68	do Port Dover and Lake Erie.
Kenozha	200	do 17..	191·53	23 28	do Muskoka Lakes.
Mink	40	do 18..	13·32	6 04	do do
Onaganoh	25	do 18..	18·73	6 52	do do
Edith May.....	40	do 18 .	44·88	8 60	do do
Oriole	40	do 19..	74·79	11 00	do do
Muskoka	40	do 20..	98·98	12 92	do do
Nipissing.....	343	do 20..	275·45	30 00	do do
Eurydice.....	554	do 22 .	589·89	55 20	Paddle, Toronto and Wilson.
J. W. Steinhoff	413	do 22..	311·80	32 96	Screw, Lake Ontario.
Lillie Smith.....	.....	do 23..	302·31	29 16	do all the lakes.
City of Chatham....	553	do 24..	340·54	35 28	do Chatham and Windsor.
Interocean	40	do 24..	147·83	19 84	do Wallaceburg and Sarnia.
International	300	do 24..	850·92	76 08	do car ferry.
Huron	500	do 24..	1,052·41	92 16	do do
Maggie Mason.....	40	do 26..	55·77	9 46	do Burlington Bay.

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Eagle	14	July 1..	12·36	5 96	Screw, at Parry Sound.
City of Midland.....	400	do 1..	748·41	67 84	do Collingwood and Georgian Bay.
Equal Rights. ....		.....	5·73	5 40	do not certificated.
Dan	80	July 6..	56·08	9 48	do Toronto and the Parks.
Dixie	100	do 8..	39·72	7 96	do Novie Island and Black River
Mocking Bird.....	40	do 12..	38·02	8 04	do Thunder Bay.
Chieftain		No certi- cate.	40·00	8 20	do Rat Portage, not certificated.
Kennina		do	41·86	8 36	do equipment insufficient.
Shamrock		do	79·84	11 40	do do
Winnipeg.		do	25·22	7 00	do do
Kakabaka		do	112·67	17 04	do Thunder Bay.
May Flower.. . . .	900	July 20..	189·40	23 12	Paddle, Toronto Bay.
Juno		do 29..	209·50	21 80	Screw, all the lakes.
Ruby		do 30..	72·22	10 76	do Port Stanley.
Lillie	40	do 31..	49·53	9 00	do Barrie and Big Bay Point.
Queen	20	do 31..	6·63	5 56	do on Lake Simcoe.
Mary	75	Aug. 4..	61·52	9 96	do
Nautilus		do 4..	8·65	5 72	do equipment insufficient.
Orion.		do 11..	590·99	52 28	do all the lakes.
Ivey Alderson.....	87	do 12..	38·67	8 04	do Long Point Bay.
Ada Alice	64	do 14..	15·43	6 20	do Toronto Bay.
Florence	13	do 20..	8·42	5 64	do Muskoka Lakes.
Mary Louise	40	do 20..	63·62	10 12	do do
Excelsior	40	do 20..	34·62	7 80	do do
Erastus Wiman....	34	do 20..	53·53	9 32	do do
Meteor		do 28..	180·72	34 96	Paddle, all the lakes.
Lansdowne.....	300	do 29..	1,570·90	133 68	do car ferry.
Great Western .. .	300	do 29..	1,080·33	94 40	do do
Enterprise	289	Nov. 30..	148·19	19 84	Screw, Lake Simcoe.
R. Kendrick	40	Sept. 9..	14·96	6 20	do do
Primrose	900	do 8..	189·40	23 12	Paddle, Toronto Bay.
Monarch	332	do 18..	2,017·41	169 38	Screw, Sarnia and Duluth.

STEAM Vessels inspected, &c.—West Ontario Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Seguin	20	Sept. 28..	818·07	73 44	Screw, all the lakes.
J. H. Jones... . .			208·42	21 72	do Georgian Bay.
Hiawatha	300	Oct. 14..	162·62	20 96	do ferry at Sarnia.
Fender	22	do 30..	30·50	7 40	do Georgian Bay.
Maud	29	do 30..	18·26	6 46	do do
Vera....			13·52	6 04	do Rondeau Bay.
Rescue	20	Nov. 26..	7·23	5 56	do on Toronto Bay.

THOS. HARBOTTLE,
Hull Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.
WEST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of Vessel.
Rupert	511·97	292·48	... ..	Not running.
Kincardine... . .	198·67	135·10	... ..	do
Ontario..... . .	1,103·91	750·95	... ..	do
Myrtle..	9·40	7·45	... ..	do
Cambria...	937·26	637·34	... ..	do

THOS. HARBOTTLE,
Hull Inspector.

STEAM Vessels inspected for the year ended 31st December, 1891.

EAST ONTARIO DIVISION.

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspe- ction Fees paid.	Remarks.
		1892.		\$ cts.	
Pierrepoint.....	415	April 1....	251·98	28 16	Paddle, passenger.
Maud.....	390	do 1....	292·81	31 44	do do
Hero.....	475	do 2....	342·12	45 36	do do
Traveller.....		do 18....	207·52	21 64	do tug.
John A. Macdonald.....		do 4...	273·00	26 84	do do
D. K. Van Allen.....		do 8...	317·95	30 44	Screw, freight.
Scotia.....		do 11....	458·33	41 64	do do
D. D. Calvin.....		do 13....	749·53	65 00	do do
William Johnston.....		do 13....	80·65	11 48	do tug.
Reliance.....	25	do 14....	239·14	27 12	Twin-screw, freight and passenger
Resolute.....	25	do 14....	371·86	37 76	do do
Ella Ross.....	300	do 15....	324·88	34 00	Paddle, passenger.
Nile.....		do 15....	96·30	12 68	Screw, freight.
Nora.....	35	do 15....	28·13	7 24	do passenger.
Emma Munson.....		do 16....	32·63	7 64	do tug.
Rescue.....		do 16....	52·29	9 16	do do
Armenia.....	275	do 17 ..	109·99	16 80	do passenger.
Deseronto.....	85	do 17....	67·91	10 44	do do
Armenia.....		do 17....	642·67	56 44	do freight.
Chieftain.....		do 18 ..	434·68	39 80	Paddle, tug.
Niagara.....		do 18....	468·00	42 44	Screw, freight.
James A. Walker.....		do 23....	183·58	19 72	do tug.
David G. Thomson.....		do 23....	185·05	19 80	Twin screw, tug.
Glengarry.....	10	do 23...	494·83	47 60	Screw, freight and passenger
Jessie Hall.....		do 23....	56·54	9 56	do tug.
Glide.....		do 23....	77·90	11 24	do do
Alexandria.....	450	do 24....	863·15	77 04	Paddle, passenger.
Empress of India.....	680	do 24...	579·05	54 32	do do
Rideau Belle.....	50	do 30....	130·59	18 48	Screw do
Hiram A. Calvin.....		May 1....	300·00	29 00	Paddle, tug.
Princess Louise.....	240	do 5....	114·88	17 20	Screw, passenger.

STEAM Vessels inspected for the year &c.—East Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Olivia Gordon		May 7....	36·07	7 88	Screw, tug.
H. F. Bronson		do 11....	137·12	15 96	Twin-screw, tug.
Active.....		do 11....	345·88	32 68	Screw, tug.
Lorelie.....	100	do 11....	44·29	8 52	do passenger.
Myra		do 12....	73·21	10 84	do tug.
Mona		do 13....	24·87	7 00	do do
Sandy.....		do 14....	29 57	7 32	do do
H. C. Curtis.....		do 14....	36·19	7 88	do do
A. B. Cook.....		do 14....	34·17	7 72	do do
Geraldine.....		do 15....	17·90	6 44	do yacht.
John Haggart	250	do 18 ..	201·60	24 16	do passenger.
Col. By.....		do 19....	9·31	5 72	do tug.
Sunbeam	200	do 21....	111·89	16 96	Paddle, passenger.
Golden City	175	do 21....	68·02	10 45	Screw do
Mary Ellen.....	130	do 22....	44·50	8 60	do do
Undine		do 22....	13·81	6 12	do tug.
Lily		do 23....	16·01	6 28	do do
Edmond		do 25....	39·10	8 12	do do
Reindeer	165	do 26....	58·29	9 64	do passenger.
Varuna	225	do 26....	134·04	18 72	do do
Spartan	375	do 27....	1,168·92	101 52	Paddle do
Eliza Bonar.....		do 29....	25·68	7 08	Screw, tug.
Nellie Cuthbert.....	100	do 29....	59·03	9·72	do passenger.
Annie Gilbert.....	35	do 30....	19·00	6 60	do do
D. P. Dey.....		Not certified	11·26	5·88	do tug.
Saxon		1891. Sept. 15....	180·90	19 48	do freight.
Ranger.....		1892. June 2....	13·83	6 12	do tug.
Titania.....		do 3....	16·83	6 36	do yacht.
Maggie May.....		1891. Dec. 30....	29·03	7 32	do freight.
Khartoum.....		do 30....	62·71	10 04	do do
Kherenow		1892. June 4....	47·78	8 84	do yacht.
Thistle.....		May 3....	36·02	7 88	do fishing tug

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage. Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Nellie	25	June 5....	6·82	5 56	Screw, passenger.
Corsican.	400	do 6....	1203·24	104 24	Paddle do
North King.....	525	do 9....	872·95	77 84	do do
Robert Anglin.....		do 10....	97·18	12 76	Screw, freight.
Freemason.....		May 23....	104·82	13 40	do do
Antelope.....	40	June 13....	19·59	6 60	do passenger.
Pomona.....		do 18....	4·88	5 40	do yacht.
Echo.....		do 18....	6·06	5 48	do do
Corella.		do 18....	3·81	5 32	do do
Zeila		do 19....	3·40	5 24	do do
Island Queen.....	300	do 19....	98·09	12 84	do passenger.
Spray.....		Not certified	4·19	5 32	do yacht.
Ingomar.....		June 20....	18·21	6 44	do do
Dream.....		do 22....	12·16	5 96	do do
City of Belleville....	250	do 20....	101·17	16 08	do passenger.
Triton.....	25	do 23....	11·11	5 88	do do
Fearless.....	50	do 24....	46·38	8 68	do do
Dorothy.....		do 24....	10·09	5 80	do yacht.
South Eastern.....	700	do 25....	395·31	39 60	Twin-screw, passenger.
Transit	450	Not certified	140·81	19 20	do do
Caribou	250	June 26....	144·19	19 52	Screw, passenger.
Umbria.....		do 27....	42·98	8 44	do tug.
Crandella.....	400	do 30....	266·20	39 28	paddle, passenger.
Siesta.....	40	July 2....	14·96	6 20	Screw do
Naiad.....		do 3....	17·55	6 44	do yacht.
C. F. Dunbar.....		do 6....	32·86	7 64	do tug.
Vega.....		do 14....	6·96	5 56	do yacht.
Beaver.....	75	do 17....	18·00	6 44	do passenger.
Daisy	60	do 17....	7·20	5 56	do do
Pearl.....	16	do 18....	7·70	5 64	do do
Sunbeam.....		July 18....	13·48	6 08	Screw, tug.
Alice Ethel.....	175	do 20....	71·75	10 76	Paddle, passenger.

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Dominion.....		July 21....	45·88	8 68	Paddle, tug.
Eva		do 21....	33·60	7 72	Screw do
Waterwitch.....	20	do 22....	9·20	5 72	do passenger.
Myrtle.....		do 22....	27·46	7 16	Paddle, tug.
Zetta Bruce.....	25	do 23....	8·75	5 72	Screw, passenger.
Stranger.....		do 23....	28·00	7 24	do tug.
Mary Louise..	40	do 24....	10·00	5 80	do passenger.
Express		do 24....	3·90	5 32	do tug.
Dawn.....	40	do 25....	20·20	6 60	do passenger.
Esturion.....	325	do 27...	118·36	17 44	Paddle do
Maple Leaf.....	70	do 27....	26·08	7 08	Screw do
Beaubocage.....	150	do 28....	129·00	18 32	Paddle do
Bella Fair.....		do 29....	6·60	5 56	Screw, tug.
St. Julian		Aug. 7....	19·92	6 60	do yacht.
		1891.			
Marquis of Lorne.....		Dec. 30....	20·19	6 60	do do
		1892.			
Sarah Daly		Aug. 18....	24·61	7 00	do tug.
Albert Wright.....		do 19....	29·00	7 32	do do
Grenada.....	175	do 19....	57·00	9 56	do passenger.
Ivy.....		Not certified	7·43	5 56	do do
Princess Louise.....	100	Aug. 19....	26·36	7 08	do do
Gilbert.....		do 20....	40·83	8 28	do tug.
Alert ..	40	do 21....	49·83	9 00	do passenger.
Alaska.....	100	do 21....	48·74	8 92	do do
Enterprise		do 26....	60·38	9 80	Paddle, tug.
Elsie Ross.....		do 27....	9·83	5 80	Screw, yacht.
Mayflower.....		do 26....	4·20	5 32	do tug.
Tropic..	35	do 28....	8·86	5 72	do passenger.
Bluebell.....		do 29....	11·97	5 80	do freight.
Outlet Queen.....		Sept. 1....	18·45	6 44	do fishing tug.
Ventura.....		do 1....	6·77	5 56	do yacht.

STEAM Vessels inspected, &c.—East Ontario Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Bertha		Sept. 2..	17·64	6 44	Screw, yacht.
Daisy		do 15..	4·89	5 40	do do
Prince Edward.....		do 16..	18·22	6 44	Centre-wheel, ferry.
Golden Eye.....	171	July 18..	287·60	31 04	Paddle, passenger.
Ometa		Not certified 1891.	18·68	6 52	Screw, yacht.
Alberta		Dec. 30..	68·00	10 44	Centre-wheel, freight.
Water Lily		1892. May 26..	95·09	13 80	Screw, freight.
Total.....			17200·34	2,115 33	

EDWARD ADAMS,
Steamboat Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.

EAST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks.
			\$ cts.	Why not inspected and class of Vessel.
Anna.....	7·89	6·49	.....	Not employed ; screw, tug.
Utica.....	52·00	39·00	.....	do do passenger.
Pioneer.....	28·07	19·09	.....	do do do
Mary Ellen.....	81·20	51·16	.....	do paddle, tug.
Anglo-Saxon.....	69·01	43·41	.....	do do
Mary Ethel.....	98·61	56·13	.....	do centre wheel, ferry.
Water Lily.....	4·00	4·00	.....	do screw, tug.
Belle Amelia.....	3·80	2·60	.....	do do
	334·58	221·88	.....

EDWARD ADAMS,
Steamboat Inspector.

STEAM Vessels inspected for the year ended 31st December, 1891.

EAST ONTARIO DIVISION.

Name of Vessel.	Number of Pas- sengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Pierrepont.. . . .	415	Apr. 1..	251·98	28 16	Paddle, passenger.
D. R. Vanallen.....		do 8..	317·95	30 44	Screw, freight.
D. D. Calvin... . .		do 13.	749·53	65 00	do do
Reliance.....	25	do 14..	239·14	27 12	Twin-screw, passenger.
Resolute.....	25	do 14..	371·86	37 76	do do
Maud.....	390	do 1..	292·81	31 44	Paddle do
Hero.....	475	do 2..	342·12	35 36	do do
Armenia.....		do 17..	642·67	56 44	Screw, freight.
Scotia.....		do 11..	458·33	41 64	do do
Armenia.....	275	do 17..	109·99	16 80	do passenger.
Deseronto.....	85	do 17..	67·91	10 44	do do
Ella Ross.	300	do 15..	324·88	34 00	Paddle do
Alexandria.....	450	do 24..	863·15	77 04	do do
Glengarry.....	10	do 23..	494·83	47 60	Screw do
Empress of India....	680	do 24..	579·05	54 32	Paddle do
Rideau Belle.. . . .	50	do 30..	130·59	18 48	Screw do
Princess Louise.....	240	May 5..	114·88	17 20	do do
John Haggart.....	250	do 18..	201·60	24 16	do do
Sunbeam.....	200	do 21..	111·89	16 96	Paddle do
Golden City.....	175	do 21..	68·02	10 45	Screw do
Mary Ellen.....	130	do 22..	44·50	8 60	do do
Undine.....		Not issued..	13·81	6 12	do outfit not complete.
Reindeer.....	165	May 26..	58·29	9 64	do passenger.
Varuna.....	225	do 26..	134·04	18 72	do do
Spartan	375	do 27..	1,168·92	101 52	Paddle do
Queen of the Isles..	100	do 15..	40·22	8 20	Screw do
Nellie Cuthbert....	100	do 29..	59·03	9 72	do do
Annie Gilbert.....	30	do 30..	19·00	6 00	do do
Saxon.....		1891. Sept. 15..	180·90	19 48	do freight.
Nellie.....	25	1892. June 5..	6·82	5 56	do passenger.
Corsican.....	400	do 6 ..	1203·24	104 24	Paddle, do

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
North King.....	525	June 9....	872·95	77 84	Paddle, passenger.
Antelope.....	40	do 13....	19·59	6 60	Screw do
Island Queen	300	do 19....	98·09	12 84	do do
City of Belleville....	250	do 20....	101·17	16 08	do do
Triton... ..	25	do 23....	11·11	5 88	do do
Fearless	50	do 24....	46·38	8 68	do do
Southeastern.....	700	do 25....	395·31	39 60	Twin screw, car ferry.
Transit.....	450	Not issued..	140·81	19 20	do repairing.
Caribou	250	June 26....	144·19	19 52	Screw, passenger.
Crandella.....	400	do 30 ...	266·20	29 28	Paddle do
Siesta	40	July 2....	14·96	6 20	Screw do
Lorelei.....	100	May 11....	44·29	8 52	do do
Beaver.....	75	July 17....	18·00	6 44	do do
Daisy	60	do 17....	7·20	5 56	do do
Pearl	16	do 18....	7·70	5 64	do do
Jumbo	100	do 18....	13·40	1 06	Scow do
Rice Lake.. . . .	230	do 18....	44·41	3 55	do do
Ark.....	192	do 18....	48·20	3 84	do do
Byron Trerice	400	do 15....	268·04	29 44	Screw do
Lindsay.....	575	do 22....	75·00	6 00	Scow do
Paragon	400	do 23....	71·00	5 68	do do
Zetta Bruce	25	do 23....	7·75	5 72	Screw do
Alice Ethel.....	175	do 20....	71·75	10 76	Paddle do
Water Witch.....	20	do 22....	9·20	5 72	Screw do
Mary Louise.....	40	do 24....	10·00	5 80	do do
Luella.....	90	do 25....	20·00	1 60	Scow do
Consort.....	110	do 25....	16·20	1 28	do do
Dawn	40	do 25....	20·20	6 60	Screw do
Chemong.....	400	do 27....	103·23	8 24	Barge do
Poloma	700	do 28....	121·50	9 76	do do
Esturion.....	325	do 27....	118·36	17 44	Paddle do
Beaubocage	150	do 28....	129·00	18 32	do do

STEAM Vessels inspected, &c.—East Ontario Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Maple Leaf.....	70	July 27....	26·08	7 08	Screw, passenger.
Princess Louise....	100	Aug. 19....	26·36	7 08	do do
Grenada.....	175	do 19....	57·00	9 56	do do
Ivy.....		Not issued..	7·43	5 56	do No certificated master.
Alaska.....	100	Aug. 21....	48·74	8 92	do passenger.
Alert.....	40	do 21....	49·83	9 00	do do
Billow.....	175	do 26....	40·00	3 20	Scow do
Tropic.....	35	do 28...	8·86	5 72	Screw do
Nora.....	35	April 15....	28·13	7 24	do do
Rescue.....		Not issued..	52 29	9 16	do Outfit not complete.
Prince Edward.....	Ferry	Sept. 16....	18·22	6 44	Centre-wheel, ferry.
Golden Eye.....	171	July 18....	287·60	31 04	Paddle, passenger.
City of Peterboro'..	385	do 20....	49·50	3 96	Scow do
Otonabee.....	200	do 20....	49·00	3 92	do do
Total.....			13747·18	1,505 78	

THOMAS DONNELLY,
Steamboat Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.

EAST ONTARIO DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
Utica.....	52·00	39·00	None	Not employed, passenger.
Pioneer.....	28·07	19·09	do	do do
Mary Ethel.....	98·61	56·13	do	do centre-wheel ferry.
Total.....	178·68	114·22		

THOMAS DONNELLY,
Steamboat Inspector, East Ontario Division.

STEAM Vessels inspected for the year ended 31st December, 1891.

MONTREAL DIVISION.

Name of Vessel.	Number of Pas- sengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Welshman.....	Crew...	April 25....	143	16 44	Screw, freight.
Longueuil	850	do 27....	365	37 20	Ferry, steamer, paddle.
Charlotte.	Crew...	do 27....	59	9 72	Screw, tug.
Union..	40	do 28....	75	11 00	do passenger.
Ottawa.....	200	do 28....	116	17 28	Paddle do
H. F. Bronson.....	Crew...	do 28....	72	10 76	Screw, tug.
Dauntless.....	do ...	do 28....	342	32 36	Paddle do
H. Robinson..	do ...	do 28....	61	9 88	Screw do
Pattie.....	do ...	do 29....	272	26 76	Paddle do
J. L. Murphy.....	do ...	do 30....	173	18 84	Screw do
G. H. Pesley	do ...	do 30....	102	13 16	do do
Pembroke	do ...	do 30....	162	17 96	Paddle do
Albert.....	do ...	May 1...	217	22 36	do do
Monitor.....	do ...	do 1....	333	32 64	do do
G. B. Pattee	do ...	do 1....	30	7 40	Screw do
E. Davis.....	25	do 1....	37	7 96	do passenger.
Janet Craig.....	50	do 2....	12	5 96	do do
Mansfield.....	50	do 3....	121	17 68	do do
Archie Stewart.....	Crew...	do 4....	80	11 40	do tug.
G. A. Harris.....	do ...	do 4....	87	11 96	do do
Ada	do ...	do 4....	28	7 24	do do
Empress.....	do ...	do 5....	677	62 16	Paddle, passenger.
Dolphine	do ...	do 5....	70	10 60	Screw, tug.
G. H. Notter.....	do ...	do 5....	14	6 12	do do
1000 I. Rambler.....	50	do 5....	20	6 60	do passenger.
E. G. Laverdure ...	100	do 5....	54	9 32	do do
Birdie Jones... ..	22	do 6....	2	5 16	do do
Ottie.....	Crew...	do 6....	5	5 40	Screw, pleasure yacht.
Sir Hector	do ...	do 6....	40	8 20	do tug.
John Heney	do ...	do 6....	19	6 52	do do
Monarque	do ...	do 8....	136	15 88	Paddle do

STEAM Vessels inspected for the year ended 31st December, 1891—*Continued.*

MONTREAL DIVISION.

Name of Vessel.	Number of Pas- sengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Antelope	Crew...	May 8....	82	11 56	Screw, pleasure yacht.
Florence	do ...	do 9....	62	9 96	do do
E. B. Eddy.....	do ...	do 9....	72	10 76	do do
Laprairie.....	999	do 13....	523	49 84	Paddle, ferry, Montreal and Laprairie.
Coban.....	40	do 16....	1,063	93 04	Screw, passenger and freight, Montreal and Newfoundland.
Filgate.....	658	do 20....	263	29 04	Paddle, passenger.
Cuba.....	125	do 23....	931	82 48	Screw, freight and passenger.
Agnes McMahon...	Crew...	do 23 ...	82	11 56	do tug.
Nosbonsing.....	do ...	do 24....	25	7 00	do do
Booth	do ...	do 24....	234	23 72	Paddle do
Sparrow.....	do ...	do 24....	25	7 00	Screw do
Minnie Bell.	do ...	do 26....	22	6 76	do do
Pearl	do ...	do 26....	5	5 40	do yacht.
Vesta	do ...	do 26....	14	6 12	do do
Grain Elevator No. 9	do ...	do 28....	172	18 76	do
do do 11	do ...	do 28....	169	18 52	do
do do 12	do ...	do 28....	183	19 64	do
do do 7	do ...	do 28....	170	18 60	do
do do 6	do ...	do 28 ...	170	18 60	do
Maude.	350	do 29....	269	29 52	Paddle, passenger.
Princess.....	445	do 29....	579	54 32	do do
Prince of Wales....	500	do 29....	610	56 80	do do
Alma Munro.	125	do 29....	891	79 28	Screw, freight.
Ida	25	June 1...	247	27 76	do do
Hiram Easton	Crew...	do 2....	34	7 72	do tug.
John R. Booth.....	do ...	do 3....	132	15 56	do do
Grain Elevator No. 1	do ...	do 4....	83	11 64	do
do do 10	do ...	do 4....	173	18 84	do
Harry Bate.....	do ...	do 4....	254	28 32	do freight.
Gatineau	300	do 8....	293	31 44	Paddle, passenger.
Olive.....	200	do 9....	213	25 04	Screw, passenger.

STEAM Vessels inspected, &c.—Montreal Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Spoon Dredge No. 4.	Crew...	Jan. 12....	100	13 00	
St. Peter.....	do ..	do 12....	43	8 44	Screw ; Montreal harbour tug.
Spoon Dredge No. 7.	do ..	do 12....	100	13 00	
Plover.....	do ..	do 12....	43	8 44	do do
Sovereign	700	do 13....	637	58 96	Side-wheel, passenger.
Winderness.....	Crew...	do 16....	35	7 80	Screw, pleasure yacht.
Nanca.....	do ..	do 16....	30	7 40	do do
Cultivateur	100	do 17....	152	20 16	Centre-wheel, ferry.
Reliance	50	do 19....	78	11 24	Paddle, passenger.
W. F. Logie.....	Crew...	do 20...	17	6 36	Screw ; Montreal harbour tug.
Georgiana	do ..	do 20...	53	9 24	do do
St. Louis.....	do ..	do 22....	34	7 72	do do
Dredge No. 2.....	do ..	do 22....	100	13 00	do do
do 1.	do ..	do 22....	100	13 00	do do
do 3.	do ..	do 22....	100	13 00	do do
Spoon Dredge No. 1.	do ..	do 22....	100	13 00	do do
Ishamay	do ..	do 22....	7	5 56	Screw, pleasure yacht.
High Rock	do ..	do 23....	7	5 56	Screw, tug.
Montmorency ...	do ..	do 23....	18	6 44	do
Squan.....	do ..	do 23....	22	6 76	do
Agnes.....	50	do 23....	29	7 32	Screw, passenger.
River Bell	Crew...	do 24....	14	6 12	Screw, tug.
Rockland.....	do ..	do 24....	78	11 24	do
Aid.....	do ..	do 24....	25	7 00	Paddle, tug.
Mouche-à-Feu ...	50	do 24....	20	6 60	Paddle, passenger.
Bonito.....	30	do 24....	17	6 36	Screw, passenger.
Glide.....	100	do 25....	80	11 40	do
John.....	50	do 25....	35	7 80	Paddle, passenger.
Belmont.....	329	do 26 ...	133	18 64	do
T. H. Nasmith....	Crew...	June 27...	49	8 92	Screw ; Montreal harbour tug.
Calumet	do ..	do 27....	40	8 20	do do
Silver Spray.....	do ..	July 2 ...	130	15 40	do do

STEAM Vessels inspected, &c.—Montreal Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Garnet.....	242	July 3....	152	20 16	Paddle, passenger.
Chaffey.....	50	do 4....	42	8 36	Screw, passenger.
Swan.....	60	do 6....	24	6 92	do
Dandy.....	Crew...	do 6....	46	8 68	Screw, tug.
Owens.....	do ..	do 6....	156	17 48	Paddle, tug.
Tim Doyle.....	do ..	do 10....	20	6 60	Screw, tug.
Lady of the Lake...	700	do 13....	607	56 56	Paddle, passenger, Lake Magog.
John A.....	Crew...	do 14....	19	6 52	Screw, tug.
Mayflower.....	75	do 14....	18	6 44	Screw, passenger.
Alexandria.....	Crew...	do 15....	53	9 24	Screw, pleasure yacht.
Charlemagne.....	do ..	do 18....	76	11 08	Screw, tug.
Rigeaud.....	do ..	do 21....	46	8 68	do
Wm. Paul.....	do ..	do 22....	7	5 56	do
Gertie.....	do ..	do 22....	17	6 36	do
W. C. Francis.....	do ..	do 27....	37	7 96	do
Cacouna.....	do ..	do 28....	1,451	124 08	Screw, freight ; Montreal & Saguenay.
Volunteer.....	do ..	Aug. 3....	5	5 40	Screw, pleasure yacht.
John Fraser.....	100	do 4...	118	17 44	Paddle, passenger.
Meteor.....	125	do 5...	132	18 56	Screw, passenger.
Clyde.....	60	do 6....	29	7 32	do
Argo.....	100	do 6...	154	17 32	Paddle, passenger.
D. A. Martin.....	Crew...	do 6...	47	8 76	Screw, passenger.
Toneata.....	35	do 7....	14	6 12	do
Emerrillon.....	25	do 7....	15	6 20	do
Charlotte.....	25	do 7....	14	6 12	do
Mattawan.....	60	do 7....	22	6 76	do
H. Bonenfant.....	25	do 12....	22	6 76	do
St. Ann.....	Crew...	Aug. 18..	25	7 00	Screw, tug.
Grain Elevator No. 13	do ...	do 26..	178	19 24	do
do 14	do ...	do 26..	181	19 48	do
do 4	do ...	Sept. 8..	188	20 04	do
Shickluna.....	do ...	do 11..	66	10 28	do

STEAM Vessels inspected, &c.—Montreal Division—*Continued.*

Name of Vessels.	Number of Passengers allowed.	Date Certificate expires.†	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Hudson	Crew...	Sept. 16..	158	17 64	Paddle, tug.
Bonavista	50	do 17..	1,306	112 48	Screw, freight and passenger, Montreal and St. John, Nfld.
Eljm.	Crew...	do 18..	108	13 64	Screw, tug.
Hall.	300	do 24..	247	27 76	do passenger.
Maggie R. King	Crew...	Oct. 1..	27	7 16	do tug.
Grain Elevator No. 1	do ...	do 2..	165	18 20	do do
do 5	do ...	do 2..	80	11 40	do do
Denis	do ...	do 2..	14	6 12	do do
Mildred.....	do ...	do 14..	15	6 20	do passengers.
			20,496	2,392 68	

JOHN BURGESS,
Steamboat Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.

MONTREAL DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks.
				Why not inspected and class of Vessel.
			\$ cts.	
I. O. B.	45	26	8 60	Laid up before inspected.
D. McLaughlin.	22	24	6 76	do do
Dora.	48	44	Dues not paid.	Not employed.
Lottie.	10	9	do ..	do
George H. Millen.	11	7	do ..	do
Vermont.	206	117	do ..	do
John.	203	99	do ..	do
C. Anderson.	105	64	do ..	do
Chipmunk.	20	13	do ..	do
Mountain Maid.	118	62	do ..	do
Percy.	7	5	do .	do
H. M. Mixer.	21	9	do ..	do
Transfer.	619	395	do ..	do
Dansherada.	46	31	do ..	do
Castor.	54	36	do ..	do
Powerful.	254	160	do ..	do
J. K. Ward.	23	15	do ..	do
Sandy.	29	20	do ..	do
	1,841	1,133	15 36	

JOHN BURGESS,
Steamboat Inspector.

STEAM Vessels Inspected for the year ended 31st December, 1891.

QUEBEC DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
				\$ cts.	
Paribonka, for the year 1888.	289	Not certified	144	10 76	Paddle, passenger, on Lake St. John.
Paribonka, for the year 1889.	289	do	144	19 52	do do do
Paribonka, for the year 1890.	289	do	144	19 52	do do do
Undine, for the year 1890.	40	do 1891.	17	9 36	Screw, passenger, Roberval and Gde. Deschene.
Ida, for the year 1890	....	Nov. 25....	5	5 40	Screw, Quebec harbour tug.
Diver .....	.....	do 25....	85	11 80	do wrecking schooner.
Lévis	350	do 25....	156	20 48	do ferry, Quebec and St. Romuald.
Miramichi.....	300	do 25....	727	66 16	do passenger, Quebec and Pictou.
Contest	150	Not certified 1892.	231	26 48	Paddle, mail tender, Rimouski.
Rivière du Loup....	150	Aug. 12. 1891.	173	21 84	do ferry, Boucherville and L'Assomption.
Sorel.....	300	Nov. 25....	158	20 64	do ferry, Sorel and St. Thomas.
Mouche-à-feu. ...	300	do 25....	214	25 12	do do Sorel and Berthier.
Terrebonne.....	450	do 25....	601	56 08	do passenger, Montreal and Contrecoeur.
Berthier.....	700	do 25....	1,101	96 08	do passenger, Montreal and Three Rivers.
Chambly	600	do 25....	647	59 76	do passenger, Montreal and Chambly.
Quebec	800	do 25....	3,056	252 48	do passenger, Quebec and Montreal.
Canada	800	do 25....	2,009	168 72	do passenger, Montreal and Chicoutimi.
Hochelaga	775	do 25....	418	41 44	do ferry, Hochelaga and Boucherville.
Polino	30	Dec. 1 ...	807	72 56	Screw, passenger and freight, Montreal and foreign ports.
Bohemian	500	Nov. 25....	1,138	99 04	Paddle, passenger, Montreal and Cornwall.
Trois Rivières	1,900	do 25....	1,710	144 80	do passenger, Montreal and Quebec.
Cultivateur.....	750	do 25....	362	36 96	do passenger, Montreal and Sorel.
South	450	do 25....	349	35 92	do ferry, Quebec and Lévis.
North.....	450	do 25....	289	31 12	do do do
Otter	123	Dec. 1....	198	23 84	Screw, passenger and freight, Quebec and gulf ports.
Beaver	70	do 10....	147	19 76	do passenger and freight, Montreal and Gaspé.
Hubert Larkin .....	.....	.....	49	8 92	do Quebec harbour tug.
Stormy Petrel .....	.....	Fee not paid	.....	.....	do do do
Etoile	591	Nov. 25....	560	52 80	Paddle, passenger, Quebec and St. Jean Deschailion.
St. Louis.....	541	do 25....	428	42 24	do passenger, Quebec and St. Jean Deschailion.
St. Croix	541	do 25....	455	43 60	do Quebec and St. Croix.

STEAM Vessels Inspected, &c.—Quebec Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
Algerian	400	Nov. 25 ...	912	81 00	Paddle, passenger, Montreal and Toronto.
Passport	400	do 25....	1,034	90 72	do passenger, Montreal and Toronto.
Magnet	735	do 25....	1,029	90 32	do ferry, Montreal and Island of St. Helen.
Corinthian	400	do 25....	1,062	82 96	do passenger, Toronto, Montreal and Chicoutimi.
Thornholm		1892. June 1....	1,816	153 28	Screw, freight, Montreal and Sydney.
Lake		do 1....	145	16 60	do gulf and river tug.
Brothers	526	1891. Nov. 25....	262	28 96	Paddle, passenger, Quebec and St. Ann.
Montmagny	516	do 25....	351	36 08	do passenger, Quebec and Berthier below.
Orleans	475	do 25....	181	22 48	Screw, ferry, Quebec and Island of Orleans.
Anna McGee		do 25....	60	9 80	do wrecking schooner.
Saguenay	773	do 25....	687	62 96	Paddle, passenger, Quebec and Chicoutimi.
Frank			58	9 64	Stern wheel, river tug.
Jacques Cartier	300	do 25....	143	19 44	Paddle, passenger, Quebec and Chicoutimi.
Florence			133	15 64	Screw, wrecking schooner.
Pilot	350	1892. Sept. 18....	426	42 08	do winter ferry, Quebec and Lévis.
Ida		1891. Nov. 25....	26	7 08	do harbour tug.
Mersey		do 25....			do do
Lord Stanley		do 25....	276	30 08	do gulf and river tug.
Victor		do 25....	35	7 80	do Quebec harbour tug.
Aurelia		do 25....	32	7 56	do do do
Dauntless		do 25....	81	11 48	do do do
Lady Belleau		do 25....	81	11 48	do wrecking schooner.
Conqueror		do 25....	233	23 64	do gulf and river tug.
Jessie R. Souter	Fee not	paid for this year....			do Quebec harbour tug.
Hope		Dec. 25....	20	6 60	do do do
Randolph		do 25....	16	6 28	do do do
Hunkeadore	Fee not	paid for this year....			do do do
Osprey		Dec. 25....	10	5 80	do do do
Flora		do 25....	50	9 00	do do do
Newfoundland		1892. June 1....	918	81 44	do freight, Montreal and Sydney.
Two Brothers		1891. Dec. 25....	23	6 84	do Quebec harbour tug.

STEAM Vessels inspected, &c.—Quebec Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
St. George.....	Crew.....	Nov. 25....	13	6 04	Screw, harbour tug.
St. Roch.....	do	do 25....	18	6 44	do do
Montreal.....	800	do 25....	2,211	184 88	Paddle, passenger, Quebec and Montreal.
Rhoda	Crew.....	do 25....	182	19 56	Paddle, Quebec harbour and river tug.
Beaver	do	do 25....	273	26 84	Side-wheel, river tug.
Commodore Holiwell	do	do 25....	10	5 80	Screw, harbour tug.
Fairy.....	do	do 25....	16	6 28	do do
Mayflower....	do	do 25....	13	6 04	do do
Five Brothers.....	do	do 25....	10	5 80	do do
John Young.....	do	do 25....	163	18 04	Paddle, river tug.
L'Ami.....		Fee not paid			Screw, harbour tug.
Blandford	Crew.....	Nov. 25 ..	65	10 20	Paddle, river tug.
C. H. Parnell.....	do	do 25....	17	6 36	Screw, harbour tug.
Acadian.....	Freight...	1892. June 1. ..	931	79 48	do freight, Montreal and Pictou.
Batiscan	Crew.....	1891. Nov. 25....	40	8 20	Side-wheel, river tug.
Relief.....	do	do 25....	381	35 48	Screw, gulf and river tug.
Alma.....	Not registered; tied up	1892.			do river tug.
Albani	Crew.....	July 25....	58	9 64	do pleasure yacht.
Lillie H	do	1891. Nov. 25....	19	6 52	do harbour tug.
C. W. Jones.....	do	do 25....	38	8 04	do do
Thames.....	30	1892. July 10....	1,683	142 64	do passenger and freight, Montreal and Sydney.
Polaris	400	Sept. 19....	533	50 64	do winter ferry, Quebec and Lévis.
Greetlands.....	80	July 27....	1,091	95 28	do passenger and freight, Montreal and St. John, Nfld.
Como.....	100	1891. Nov. 25 ..	75	11 00	Paddle, ferry, Three Rivers and Nicolet.
Lena	For the year	1886.	22	5 88	Screw, river tug; paid for 1886.
Gagnon.....	Not registered				do pleasure yacht.
Bourgeois.....	200	1892. Aug. 14....	170	21 60	Paddle, ferry, Three Rivers and St. Grégoire.
Glacial.....	145	do 14....	109	16 72	Screw, ferry, Three Rivers and Ste. Angèle.
Lucie.....		Laid up....	25	14 00	Stern-wheel, river tug; paid for 2 years.
St. George.....	Crew.....	1891. Nov. 25....		14 80	Side-wheel, river tug; paid for 2 years.
Arthur	Fee not paid; laid up.				Side-wheel, river tug.
Maud	Crew.....		50	9 00	do do

STEAM Vessels inspected, &c.—Quebec Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
Doucet.....		1891.			Screw, steam yacht.
Pilgrim.....	455	Nov. 25....	262	28 96	Paddle, passenger, Quebec and St. Nicholas.
Activity.....	Crew.....	1891.	15	6 20	Screw, harbour tug.
Vega.....	250	Nov. 25....	132	18 56	Screw, ferry, Quebec and Island of Orleans.
Albion.....	Crew.....		7	5 56	Screw, river tug ; paid for 1890.
Isle aux Noix.....		Fee not paid			do river tug.
Champion.....		do			do gulf and river tug.
Queen.....	350	Sept. 19....	367	37 36	do winter ferry, Quebec and Lévis.
Cultivateur.....	750	Nov. 25....	362	36 96	Paddle, passenger, Montreal and Sorel.
Ida.....	Crew.....	Fee not paid			
Swan.....	do	do			
Paribonka.....	289	Certificate not issued.	144	19 52	Paddle, passenger, on Lake St. John.
Undine.....	40	do	17	9 36	Screw do Roberval and Grande Décharge, Lake St. John.
Thor.....	Crew.....	Nov. 25....	322	30 76	Paddle, river tug.
Kinogami.....	do	do 25....	21	6 68	Screw do
Forest.....	do	do 25....	26	7 08	do do
Admiral.....	350	Oct. 1....	682	62 56	Paddle, passenger, Dalhousie and Gaspé.
Vulcan.....	40	do 1....	22	6 76	Screw, ferry, Dalhousie and Flouret.
Frances.....	60	do 1....	19	6 52	Paddle do Campbellton and Cross Point.
Christiana.....	Crew.....	Nov. 25....	57	9 56	Paddle, river tug.
Oak Bay.....	do	do 25....	27	7 16	do do
McNaughton.....	do	do 25....	137	15 96	Screw, gulf and river tug.
Swallow.....	do	do 25....	9	5 72	do harbour tug.
Anglesea.....	do	do 25....	153	17 24	Side-wheel, gulf and river tug.
Almanda.....	do	do 25....	11	5 88	Screw, river tug.
Marie Louise.....	do	Fee not paid			Side-wheel, river tug.
St. Louis.....	do	do			Screw, river tug.
Belle.....	do	Nov. 25....	51	9 08	do do
Asilda.....	do	do 25....	24	6 92	do do
Ed. Arpin.....	25	do 25....	5	5 40	do passenger, yacht.
Canadian.....	Crew.....	do 25....	26	7 08	do river tug.
Richelieu.....	do	do 25....	33	7 64	do do

STEAM Vessels inspected, &c.—Quebec Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
James.....	Crew.....	Nov. 25...	125	15 00	Paddle, river tug.
Rodolphe.....	do	do 25....	116	14 28	do do
Vesta.....	do	do 25....	4	5 32	Screw do
Lena.....	For the year	1887. ...	22	5 88	do do
do	do	1888.....	22	5 88	do do
do	do	1889.....	22	6 76	do do
do	do	1890.....	22	6 74	do do
Total.....			38,093 5	3,799 88	

JOS. SAMSON,
Inspector.

STEAM VESSELS not inspected for the year ended 31st December, 1891.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of Vessel.
			\$ cts.	
Maggie Bell	372	226	Not paid..	Not received.
Patrick Murphy	10	4	do ..	do
Robert Stoker ..	14	2	do ..	do
W. Ross.....	14	10	do ..	do
Dot.....	10	1	do ..	do
Chicoutimi			do ..	Not registered and not received.
Victory	55	37	do ..	Not received.
Lena	22		do ..	do
Jehanne B.	17	9	do ..	do
	514	289		

JOS. SAMSON,
Steamboat Inspector.

STEAM VESSELS inspected for the year ended 31st December, 1891.

QUEBEC AND MONTREAL DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
Chambly	600	Nov. 25....	647	59 76	Paddle, passenger, Montreal and Chambly.
Mouch-à-feu	300	do 25....	214	25 12	Paddle, ferry, Sorel and Berthier.
Goul	300	do 25....	158	20 64	do Sorel and St. Thomas.
Canada	800	do 25....	2,009	168 72	Paddle, passenger, Montreal and Chicoutimi.
Berthier.	700	do 25....	1,101	96 08	Paddle, passenger, Montreal and Three Rivers.
Terrebonne	450	do 25....	601	56 08	Paddle, passenger, Montreal and Contre-cœur.
Trois-Rivières.....	1,000	do 25....	1,710	144 80	Paddle, pass., Montreal and Quebec.
Polino ..	30	Dec. 1....	807	72 56	Screw, pass. and freight, Montreal and foreign ports.
Quebec	800	Nov. 25....	3,056	252 48	Paddle, pass., Quebec and Montreal.
Hochelaga.....	775	do 25....	418	41 44	Paddle, ferry, Hochelaga and Boucherville.
Ed. Arpin.....	25	do 25....	5	5 40	Screw yacht, Sorel and Lake St. Peter.
Jacques-Cartier.....	300	do 25....	143	19 44	Paddle, pass., Quebec and Chicoutimi.
Bohemian	500	do 25....	1,138	99 04	do Montreal and Cornwall.
Longueuil ..	850	do 25....	365	37 20	Paddle, ferry, Montr'l and Longueuil.
Laprairie.....	997	do 25....	523	49 84	do do Laprairie.
Alma Murow.....	125	Oct. 1....	891	79 28	Screw, pass. and freight, Montreal and Chicago.
Cuba.....	125	do 1....	931	82 48	do do do
Princess.....	443	Nov. 25....	579	54 32	Paddle, pass., Montreal and Carillon.
Maud	350	do 25....	269	29 52	do do Ottawa.
North	450	do 25....	289	31 12	Paddle, ferry, Quebec and Lévis.
South	450	do 25....	349	35 92	do do
Otter	123	Dec. 1....	198	23 84	Screw, passenger and freight, Quebec and gulf ports.
Corinthian ..	400	Nov. 25....	1,062	92 96	Paddle, passenger, Toronto, Montreal and Chicoutimi.
Orleans	475	do 25....	181	22 48	Screw, ferry, Quebec and Island of Orleans.
Lévis ..	350	do 25....	156	20 48	Screw, ferry, Quebec and St. Romuald.
Miramichi.....	300	do 25....	727	66 16	Screw, passenger and freight, Montreal and Pictou.
Contest	150	do 25....	231	26 48	Paddle, mail tender, Rimouski.
Montmagny	516	do 25....	351	36 08	Paddle, passenger, Quebec and Berthier (below).
Brothers.....	526	do 25....	262	28 96	Paddle, pass., Quebec and Ste. Ann.
St. Louis.....	541	do 25....	428	42 24	do do St. Jean
Etoile	591	do 25....	560	52 80	Deschailion. do do

STEAM Vessels inspected, &c.,—Montreal and Quebec Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Beaux.....	70	Dec. 10....	147	19 76	Screw, passenger and freight, Quebec, Montreal and Gaspé.
G. G. Thornholme...	Freight.	June 1....	1,816	153 28	Screw, freight, Montreal and Sydney.
Saguenay.....	773	Nov. 25....	687	62 96	Paddle, pass., Quebec and Chicoutimi.
Algerian.....	400	do 25....	912 5	81 00	do Montreal and Toronto.
Passport.....	400	do 25....	1,034	90 72	do do
St. Croix.....	541	do 25....	445	43 60	do Quebec and St. Croix.
Acadian.....	Freight.	June 1....	931	79 48	Screw, freight, Montreal and Pictou.
Newfoundland...	do ..	do 1....	918	78 44	do do Sydney.
Vega.....	250	Nov. 25....	132	18 56	Screw, ferry, Quebec and Island of Orleans.
Belmont.....	329	do 25....	133	18 64	Paddle, passenger, at 1000 Islands.
Prince of Wales....	500	do 25....	610	56 80	do pass., Montreal and Carillon.
Magnet.....	735	do 25....	1,029	90 32	do ferry, Montreal and Island of St. Helen.
Gatineau.....	300	do 25....	293	31 44	Paddle, passenger, Montreal and Valleyfield.
Swan.....	60	Dec. 1....	24	6 92	Screw, pass., Prescott and Kingston.
Thames.....	30	July 10....	1,683	142 64	do and freight, Montreal and Sydney.
Cultivateur.....	750	Nov. 25....	362	36 96	Paddle, pass., Montreal and Sorel.
Bonarista.....	50	July 14....	1,306	112 48	Screw, passenger and freight, Montreal and Gulf ports.
Ida.....	25	do 14....	247	27 76	Screw, passenger and freight, Montreal and Ottawa.
Coban.....	40	do 15....	1,063	93 04	Screw, passenger and freight, Montreal and St. John, Nfld.
Filgate.....	658	Nov. 25....	263	29 04	Paddle, passenger, Montreal and Beauharnois.
Lady of the Lake...	700	July 15....	607	56 56	Paddle, pass., Newport and Magog.
Mayflower.....	75	do 16....	18	6 44	Screw, pass., on Lake Massawippi.
Le Cultivateur.....	100	Nov. 25....	152	20 16	Centre-wheel, ferry, Verdun and St. Catharine.
Chaffee.....	50	do 25....	42	8 36	Screw, ferry, Valleyfield and Lancaster
E. G. Laverdure....	100	do 25....	54	9 32	Screw, passenger, Ottawa River and Rideau Canal.
1000 Island Rambler.	50	do 25....	20	6 60	Screw, ferry, Ottawa and Hull.
Mansfield.....	50	do 25....	121	17 68	do New Edinburgh and Gatineau Point.
Empress.....	800	do 25....	677	62 16	Paddle, pass., Ottawa and Grenville.
Birdie Jones.....	22	do 25....	2	5 16	Screw, passenger, Ottawa River and Rideau Canal.
Pearl.....	25	do 25....	5	5 40	Screw, pleasure, Ottawa River and Rideau Canal.
Agnes.....	50	do 25....	29	7 32	Screw, ferry, Buckingham and High Falls.

STEAM Vessels inspected, &c.—Montreal and Quebec Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
				\$ cts.	
Mouche à feu...	50	Nov. 25....	20	6 60	Centre-wheel, ferry, Thurso and Clarence.
Glide	100	do 25....	80	11 40	Screw, ferry, Calumet and Hawkesbury.
Bonito.....	30	do 25....	17	6 36	Screw, ferry, Calumet and L'Original.
John.....	50	do 25....	35	7 80	Centre-wheel, ferry, Carillon and Point Fortune.
Sovereign.....	500	do 25.... 1892.	637	58 96	Paddle, pass., Montreal and Carillon.
Cacouna	Freight.	July 24....	1,451	124 08	Screw, freight, Montreal and Glen Bay.
Harry Bates.....	do ..	do 24.... 1891.	254	28 32	Screw, freight, Montreal and Perth.
Reliance.....	50	Nov. 25.... 1892.	78	11 24	Paddle, ferry, Lachine and Caughnawaga.
Greetlands.....	80	July 27....	1,091	95 28	Screw, passenger and freight, Montreal and St. John, Nfld.
Montreal.....	800	Nov. 25.... 1892.	2,211	184 88	Paddle, pass., Quebec and Montreal.
John Fraser	100	Aug. 4....	118	17 44	Screw, passenger, Lake Nipissing.
Meteor.....	125	do 5 ...	132	18 56	do Lake Temiscamingue.
Argo.....	100	do 6....	154	17 32	Paddle, passenger do
Clyde.....	60	do 6....	29	7 32	Screw do do
D. A. Martin.....	60	Not certified			
Toneata.....	35	Aug. 7....	14	6 12	do do do
Lotta.....	25	Not certified	10	5 80	do do do
Mattawan	60	Aug. 7....	22	6 76	do do do
Charlotte.....	25	do 7 ...	14	6 12	do do do
Emerillion	25	do 7....	15	6 20	do do do
Union.....	40	do 8....	75	11 00	Screw, ferry, Pembroke and Allumette Island.
Ottawa.....	200	do 8....	116	17 28	Paddle, passenger, Pembroke and Des Joachims.
Ed. Davis	25	do 10....	37	7 96	Screw, ferry, Quyon and Fitzroy.
Janet Craig.....	50	do 10....	12	5 96	do Sand Point and Bristol.
Bonenfant.....	25	do 12....	22	6 76	Centre-wheel, ferry, Charlemagne and Bout de l'Isle.
Rivière du Loup....	150	do 12....	173	21 84	Paddle, ferry, Boucherville and L'Assomption.
Bourgeois.	200	do 14....	170	21 60	Paddle, ferry, Three Rivers and St. Grégoire.
Glacial.....	145	do 14.... 1891.	109	16 72	Screw, ferry, Three Rivers and Ste. Angèle.
Como.....	100	Nov. 25....	75	11 00	Paddle, ferry, Three Rivers and Nicolet
Pilgrim.....	455	do 25.... 1892.	262	28 96	Paddle, pass., Quebec and St. Nicolet.
Pilot.	350	Sept. 18....	426	42 08	Screw, winter ferry, Quebec and Lévis.
Polaris.....	400	do 19....	533	50 64	do do

STEAM VESSELS inspected, &c.—Montreal and Quebec Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.			
Queen	350	Sept. 19	367	37 36	Screw, winter ferry, Quebec and Lévis.
Peribonca	289	Not certified	144	19 52	Paddle, pass., on Lake St. John, Que.
Undine	40	do ..	17	9 36	Screw, pass., Roberval and Grande Décharge.
Admiral	350	Oct. 1....	682	62 56	Paddle, pass., Dalhousie and Gaspé.
Vulcan	40	do 1....	22	6 76	Screw, ferry, Dalhousie and Florent.
Francis	60	do 1....	19	6 52	Paddle, ferry, Campbellton and Cross Point.
Peribonca			144	19 52	Paddle, passenger, on Lake St. John.
do			144	19 52	do do
do			144	19 52	do do
do			144	10 76	do do
Total			46,340	4,432 48	

PIERRE W. BRUNELLE.

Hull Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.

QUEBEC AND MONTREAL DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of vessel.
			\$ cts.	
Ida.	6	4	Not paid . . .	Not registered.
Swan.			do . . .	do
Ripple.			do . . .	do
Lena.	22	14	Do not know if paid.	Not employed.
Albion	7	4	do . . .	She did not carry passengers.
C. Anderson.	105	64	Not paid . . .	Not employed.
Canada Atlantic.	618	395	do . . .	do
Mountain Maid	118	62	do . . .	do
Powerful	254	160	do . . .	do
Almeric			do . . .	do and not registered.
St. Louis.			do . . .	do do
Richelieu	33	22	7 64	She did not carry passengers.
Canadien.	26	17	7 08	do do
Dora.	48	44	Do not know if paid.	do do
Total				

PIERRE D. BRUNELLE,
Hull Inspector.

STEAM Vessels inspected for the year ended 31st December, 1891.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Goliah.....		Feb. 21....	146·83	16 76	Screw, tug.
Dominion.....	150	do 17.... 1891.	594·80	55 52	do passenger and freight.
LaTour.....	75	Dec. 15.... 1892.	154·43	20 32	do do
Harlaw.....	75	Feb. 17....	451·36	44 08	do do
Marina.....		do 20....	32·14	7 56	do tug.
Yarmouth.....	350	do 27.... 1891.	1,432·16	122 56	do passenger and freight.
Halifax.....	400	Sept. 30 ..	1,738·45	147 04	do do
City of St. John....	130	Dec. 1.... 1892.	709·12	64 72	Paddle do
Alpha.....	25	April 11....	306·91	32 48	Screw do
Coila.....		Mar. 19 ..	325·45	34 00	do freight.
Collector.....		do 18.... 1891.	52·02	9 16	do lighter.
St. Olaf.....	150	Dec. 16....	305·27	32 40	do passenger and freight.
Electra.....	75	do 1.... 1892.	106·96	16 56	do do
A. C. Whitney.....		April 2....	62·67	10 04	do tug.
Rescue.....		do 2....	124·09	14 92	do wrecker.
Ralph E. S.....		do 2....	27·82	7 24	do fish-boat.
Sir C. Ogle.....	200	do 24.... 1891.	126·09	18 08	Paddle, passenger ferry.
May Queen.....	330	Dec. 10....	539·40	51 12	do passenger and freight.
Springfield.....	160	do 16....	232·73	26 56	Stern-wheel, passenger.
Star ..	200	do 10.... 1892.	461·03	44 88	Paddle do
Champion.....		April 16....	190·14	20 20	do tug.
Lillie Glasier.....		do 16....	209·31	21 72	do do
Hero.....		do 16....	127·60	15 16	do do
Admiral.....		do 16....	158·20	17 64	do do
Ada G.....		do 17....	102·08	13 16	do do
New City.....		do 17....	78·38	11 24	Screw do
Captain.....		do 17....	68·43	10 44	do do
Hercules.....		do 17.... 1891.	87·11	11 96	do do
David Weston.....	480	Dec. 1.... 1892.	765·15	69 20	Paddle, passenger and freight.
Bertha.....		April 18.... 1891.	29·79	7 32	Screw, tug.
Soulanges.....	250	Dec. 10....	318·37	33 44	Paddle, passenger.

STEAM Vessels inspected for the year, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Ouangondy.....	300	April 22....	294·75	31 52	Paddle, passenger ferry.
Sea King.....		April 20....	128·63	15 32	Screw, tug.
City of Monticello..	350	do 28 ...	1,033·65	90 64	Paddle, passenger and freight.
Hope.....		do 18....	305·77	29 40	do tug.
Blue Hill.....	100	1891. Dec. 1....	195·83	20 60	Twin-screw, passenger.
Scotia.....		1892. April 27....	44·58	8·36	Screw, tug.
Chester.....		do 27....	79·50	11·32	do do
Avon.....	130	do 23....	66·66	10 12	do passenger, ferry.
Acadia.....	150	do 27....	74 21	10 92	do do
Hiawatha.....	300	do 27....	229 79	26 40	do passenger and freight.
Havana.....		do 27 ...	470·98	45 68	do freight.
Anticosti.....		do 28....	19·00	6 52	do fish boat.
Dartmouth.....	750	do 24....	311·23	32 88	Paddle, passenger, ferry.
Mic-Mac.....	300	do 24....	150·63	20 00	do do
Clifton.....	150	1891. Dec. 10....	138·21	19 04	Stern-wheel, passenger and freight.
Acadia St. John....	400	do 12....	621·44	57 68	Paddle, passenger.
Bessie and Harry....		1892. May 13....	22·00	6 75	Screw, water boat.
Egerton.....	165	do 8 ...	112·10	13 96	Paddle, passenger, ferry.
Alice.....		do 18....	15·77	6 28	Screw, temporary ferry.
Daisy.....		do 18....	10·74	5 80	do tug.
St. Lawrence.....		do 18....	50 82	10 20	do do
Elfin.....	200	do 20....	122·42	17 76	do passenger, ferry.
Wm. Aitken.....		do 20....	74·87	11 00	do tug.
Heather Belle.....	250	do 20....	283·34	30 56	Paddle, passenger.
Fred. M. Batt.....		do 21 ...	59·90	9 72	Screw, tug.
Montague.....	250	do 22....	129·55	18 32	Paddle, passenger, ferry.
Eldon.....		do 22....	37·91	8 04	Screw, tug.
St. Lawrence.....	500	do 18....	845·61	75 60	Paddle, passenger.
Princess of Wales...	400	1891. Dec. 31....	935·54	82 80	do do
William.....		1892. May 25....	210·02	21 80	Screw, freight.
F. C. Batt.....	40	do 25....	39·20	7 56	do passenger, ferry.
Alameda.....		do 26....	33·93	7 72	do tug.

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
Fastnet.....	50	June 13...	337·91	35 04	Screw, passenger and freight.
Arcadia.....	15	Dec. 1..	61·64	9 96	do passenger.
Northumberland....	400	June 9..	1,245·43	108 40	Turn screw, passenger and freight.
Dorcas.		do 11..	215·34	22 20	Screw, freight.
Lenora.		do 12..	5·00	5 40	do yacht.
Amanda Green.		do 16..	19·63	6 52	do tug.
Maggie M.		do 17..	65·78	10 20	do do
Tourist.....		do 17..	11·78	5 88	do tug and yacht.
Fannie.....		do 17..	33·44	7 64	do do
Winnie.		do 17..	12·46	5 96	do do
W. E. Wroom.....	24	April 17..	10·05	5 80	do passenger, ferry.
Lillie.		June 18..	71·64	10 76	do tug.
St. John.....		do 18..	47·28	8 76	do do
Dirigo.....		do 18..	70·13	10 60	do do
Bellisle.		Not issued.	155·14	20 40	Stern-wheel, passenger.
Fred Clinch ...		June 19..	23·87	6 84	Screw, tug.
Enterprise.....	40	Dec. 10..	72·33	10 76	Paddle, passenger, ferry.
Richard Doane.....		June 19..	70·46	10 60	Screw, tug.
Fanchon.....		do 20..	95·66	12 60	do do
Florenceville.....	270	do 20..	185·14	22 80	Stern-wheel, passenger.
Eva Johnston.....		do 20..	15·77	6 28	Screw, tug.
Ada.....		do 22..	3·66	5 32	do yacht.
Bismarck.		do 22..	49·04	8 92	Paddle, tug.
Melbourne.....		do 22..	4·00	5 32	Screw, yacht.
Mascott.		do 23..	70·50	10 60	do tug.
St. Andrew.....		do 23..	76·64	11 08	do do
St. George.....		do 23..	160·57	17 80	Paddle do
Miramichi.....	60	do 23..	75·18	11 00	do passenger.
Nelson.....	100	do 24..	64·34	10 12	Screw do
St. Nicholas.....	60	do 24..	60·20	9 96	do do
Grip.....		do 24..	4·81	5 40	do tug.
Sybella H.	160	do 24..	70·68	10 60	Paddle, passenger, ferry.

STEAM Vessels Inspected, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Sarcelle.....		June 24..	21·86	6 68	Screw, tug.
Loyalist.....		do 25..	17·59	6 44	Paddle, tug.
Laura.....		do 25..	13·55	6 12	Screw do
Bridgetown.....		do 25..	14·66	6 20	do do
Derby.....		do 25..	11·66	5 96	Paddle do
Lady Dufferin.....	75	1891. Dec. 10..	47·48	8 76	Paddle, passenger and ferry.
Marion.....		1892. June 26..	11·57	5 96	Screw, yacht.
Bessie.....		do 26..	5·18	5 40	do fish boat.
Mopia.....		do 27..	25·00	7 00	do tug.
East Riding.....		do 27..	85·55	11 00	Paddle do
Squirrel.....		do 29..	13·11	6 04	Screw do
Arbutus.....	80	do 30..	46·75	8 76	do passenger.
Aid.....		July 2..	98·55	12 92	do wrecker.
Neptune.....		do 6..	71·15	10 68	do tug.
G. D. Hunter.....		do 8..	67·97	10 39	do do
Norman.....		do 8..	46·87	8 68	do do
Flushing.....	250	do 9..	257·09	28 56	do passenger.
Wee Laddie.....		do 9..	16·60	6 28	do tug.
Ellida.....		do 13..	37·52	8 04	do yacht.
J. B. Hamblin.....		do 15..	31·71	7 56	do freight.
Shannon.....		do 16..	75·11	11 00	do tug.
Lunenburg.....	200	do 17..	265·55	29 28	do passenger.
John L. Cann.....		do 21..	142·08	16 36	do tug.
Freddie V.....		do 21..	26·60	7 08	do do
Weymouth.....	120	do 13..	153·90	20 32	do passenger.
W. W. Weatherspoon.....	50	do 14..	59·29	9 72	do do
May Queen.....	100	do 25..	142·09	19 36	Paddle do
Merrimac.....		do 25..	85·80	85 80	Screw, tug.
Marion.....	300	do 27..	478·49	46 29	Paddle, passenger.
Peerless.....	200	do 27..	94·27	15 52	Screw, passenger and ferry.
M. & E. Rudderham.....		do 28..	33·54	7 64	Screw, tug.
Zaidee.....		do 25..	18·63	6 44	do do

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
Elinor M. Cates		June 29..	58·81	6 44	Screw, tug.
Neptune	50	Dec. 30..	138·69	19 04	Paddle, passenger.
Gladiator		1892. July 30..	70·40	10 60	Screw, tug.
Magnolia	175	do 31..	260·30	28 80	Paddle, passenger.
Lennox	100	Aug. 1..	66·29	10 28	do do ferry.
Rimouski	70	July 30..	124·70	18 00	Screw do
Arrow		Aug. 12..	10·02	5 80	do tug.
Southport	300	July 13..	239·92	27 20	Paddle, passenger, ferry.
Highland Mary		Aug. 17..	73·73	10 92	Screw, lighter.
Robbie Burns		do 17..	88·93	12 12	do do
Salvor		do 17..	44·93	8 60	do do
Carroll	300	do 20..	1,372·29	117 76	do passenger and freight.
Tangent		do 22..	35·74	7 80	Twin-screw, tug.
Quiddy		do 29..	30·59	7 40	Paddle do
Halifax	450	do 31..	338·42	35 04	do passenger, ferry.
Glencoe	60	do 13..	32·21	7 56	Screw do
Evangeline		Not issued..	78·74	11 32	do passenger.
David Duncan		Sept. 11..	20·59	6 68	do tug. Pass. ferry temporary.
Island Gem		do 12..	15·62	6 28	do fish boat.
Yuba		Not issued..	12·04	5 96	do passenger.
Carrie		Sept. 14..	14·83	6 12	do fish boat.
St. Michael		do 16..	39·20	8 12	do tug.
La Have		do 17..	49·37	8 92	do do
May Flower		do 17..	5·92	5 48	do fish boat.
Fairy		do 18..	5·07	5 40	do tug and water boat.
Mascott		do 20..	22·88	1 84	do tug.
St. Pierre	60	do 26..	496·44	46 68	do passenger and freight.
Delta	10	Oct. 12..	873·21	69 84	do freight.
Argus		Not issued..	26·74	Nil.	do tug (revenue).
Bridgewater	200	Oct. 20..	207·79	24 64	do passenger.
Maple Leaf	150	do 22..	129·06	15 32	Paddle do ferry.
M. A. Starr		do 27..	244·32	27 32	Screw, freight.

STEAM Vessels Inspected, &c.—Maritime Provinces Division—*Concluded.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1891.		\$ cts.	
Halifax (2nd inspec- tion).	400	Oct. 12..	1,738·45	147 04	Screw, passenger.
Jessie Gray.....		Nov. 6..	76·00	11 08	Stern-wheel, tug and lighter.
Henry Hoover		do 11..	54·64	9 40	Screw, tug.
Gambrinus		do 18..	28·36	7 24	do do
Yarmouth (2nd in- spection).		Not yet is- sued.	1,432·16	122 56	do passenger and freight.

DOUGLAS STEVENS,
Steamboat Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. — Why not inspected and class of Vessel.
			\$ cts.	
Atlas	15·79	10·74	.....	Laid up; tug.
Alida.....	64·18	29·52	.....	do do
Boston	1,694·50	733·77	.....	Not yet inspected; passenger and freight.
Chebucto..	108·33	65·28	.....	Laid up; ferry, passenger.
Canada .....			.....	Not called for; Government dredge.
Dream	44·51	30·27	.....	do do cutter.
Gipsy	16·70	11·37	.....	Laid up; tug.
Geo. McKenzie.....			.....	Not called for; dredge.
Henrietta.	19·12	13·01	.....	Laid up; tug.
L. Boyer	60·00	49·00	.....	Away from port; tug.
Leon.	19·82	13·48	.....	Laid up; tug.
Mary Anne.....	25·38	17·26	.....	do do
Marguerite	19·66	12·30	.....	do yacht.
Mary Odell.....	22·55	13·18	.....	do fish boat.
Meadow Flower.	6·56	4·46	.....	do do
Northern Light.....	393·00	267·00	.....	do Government steamer.
New Dominion.....			.....	Not called for; Government dredge.
Peri.....	11·77	8·00	.....	Laid up; tug.
Pinafore.....	25·86	14·67	.....	do passenger.
Storm King.....	107·87	73·35	.....	Not called for; tug.
St. Lawrence .....			.....	do dredge.
St. Louis.....	497·00	3·38	.....	Out of district; tug.
Winnie.....	3·00	1·82	.....	Laid up; do
Worcester	1,332·56	796·37	.....	Out of district; passenger.
Water Boat.....	6·17	2·02	.....	Laid up; water boat.
Willoughby.....	6·41	3·87	.....	do tug and fish boat.
Zuleika	12·38	7·70	.....	Not called for; yacht.
Zulu.....	17·60	12·25	.....	Laid up; tug.

DOUGLAS STEVENS,
Steamboat Inspector.

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
May Flower.....	180	Oct. 15....	392.05	39 36	Screw, passenger.
Zantic		do 16....	14.16	6 12	do tug.
Wanda S.....		Not issued..	10.44	5 88	do do
Western Extension..	336	Oct. 20....	424.00	41 92	Paddle, ferry, passenger.
Kingsville.....		do 20....	36.56	7 88	Screw, tug
Bessie Ardilla.		do 22....	11.17	5 38	do do
Novelty.....		Not issued .	42.66	8 36	Paddle do
Victor		Nov. 4....	45.51	8 60	do do
Rusler		Not issued..	77.47	11 16	do ferry, passenger.
C. M. Winch.....		Nct issued..	87.72	11 96	Screw, tug.
			1,141.77	146 62	

W. LEE WARING,
Steamboat Inspector.

STEAM Vessels inspected, for the year ended 31st December, 1891.

MARITIME PROVINCES.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1891.		\$ cts.	
Acadia	400	Dec. 12.... 1892.	621	57 68	Passenger and freight.
Alpha.....	25	April 11....	211	32 48	do do
Acadia	150	do 23....	74	10 92	do do
Avon	130	do 23.... 1891.	64	10 12	Ferry service.
Arcadia	15	Dec. 1.... 1892.	64	9 96	Passenger and freight.
Arbutus.....	80	July 3.... 1891.	46	8 76	Ferry service.
Blue Hill.....	100	Dec. 1.... 1892.	195	20 60	Passenger and freight.
Boston	320	Feb. 27....	1,694	143 52	do do
Bridgewater.....	200	Oct. 22....	207	24 64	do do
Coila	None...	Mar. 24....	325	34 00	Freight.
Carroll	300	Sept. 24....	1,372	117 76	Passenger and freight.
City of Monticello..	350	April 28.... 1891.	1,033	90 64	do do
City of St. John....	130	Dec. 1....	709	64 72	do do
Clifton	150	do 12....	138	19 04	do do
David Weston.....	480	do 10.... 1892.	765	69 20	do do
Dartmouth	750	April 24....	311	32 88	Ferry service.
Dorcas	None...	July 7....	215	22 20	Freight do
Delta	6	Oct. 12....	873	77 84	do do
Dominion	150	Mar. 16.... 1891.	594	55 52	Passenger and freight.
Electra.....	75	Dec. 1.... 1892.	106	16 56	do do
Egerton	165	April 6....	112	13 96	Ferry service.
Elfin	200	May 20.... 1891.	122	17 76	do do
Enterprise.....	40	Dec. 10.... 1892.	92	10 76	do do
Flushing	250	July 17....	257	28 56	Passenger and freight.
F. C. Batt	40	May 26....	32	7 56	Ferry service.
Florenceville	270	July 25....	185	22 80	do do
Fastnet	50	May 29....	337	35 04	Passenger and freight.
Glencoe	40	Aug. 13.... 1891.	32	7 56	Ferry service.
Goliah	50	Dec. 31.... 1892.	146	16 76	do do case of emergency.
Hiawatha.....	300	May 14....	229	26 40	Passenger and freight.
Heather Belle.....	250	do 20....	282	30 56	do do

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Concluded.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Harlaw.....	75	Feb. 20....	415	44 08	Passenger and freight.
Halifax.....	400	Oct. 12....	1,738	147 04	do do
do	450	Sept. 17....	338	35 04	Ferry service.
Havana.....		Dec. 5 ...	470	45 68	Freight.
Lennox	100	Aug. 3....	66	10 28	Ferry service.
La Tour.....	75	Feb. 28....	152	20 32	Passenger and freight.
Lady Dufferin.....	75	June 25....	66	8 76	Ferry service.
Lunenburg.....	200	Aug. 7....	265	29 28	Passenger and freight.
May Queen.....	330	Dec. 10....	539	51 12	do do
M. A. Starr.....		Oct. 27....	244	27 52	Freight.
Miramichi	60	June 24 ...	75	11 00	Passenger and freight.
Mic-Mac	300	April 24....	150	20 00	Ferry service.
Marian	300	July 30....	478	46 24	Passenger and freight.
May Queen.....	100	do 31....	142	19 36	do do
Maple Leaf.....	150	Oct. 23....	129	18 32	Ferry service.
Mayflower.....	180	do 7....	392	39 36	Passenger and freight.
Montague.....	250	May 22....	129	18 32	Ferry service.
Magnolia.....	175	July 31....	260	28 80	Passenger and freight.
Northumberland...	400	June 20....	1,255	108 40	do do
Neptune.....	50	Aug. 3....	138	19 04	do do
Nelson	100	June 24....	68	10 12	Ferry service.
Onangondy	300	July 2 ...	294	31 50	do
Peerless.....	200	do 31 ...	94	15 52	do
Princess of Wales. ...	400	May 23....	935	82 80	Passenger and freight.
Rimouski	70	July 30....	124	18 00	do do
Sybella.....	160	June 24....	47	10 60	Ferry service.
St. Olap	150	Dec. 16....	305	32 40	Passenger and freight.
Soulanges	250	do 10....	318	33 44	do do
Springfield.....	160	do 10....	232	26 56	do do
Star.....	300	do 10....	461	44 88	do do
St. Lawrence.....	500	May 23....	675	75 60	do do
St. Pierre.....	60	Sept. 26...	496	47 68	do do

STEAM Vessels inspected, &c.—Maritime Provinces Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Sir C. Ogle....	200	April 24....	126	18 08	Ferry service.
Southport.....	300	May 20....	186	27 20	do
St. Nicholas.....	60	July 24 ..	60	9 96	do
Yarmouth	350	Dec. 9....	1,432	122 56	Passenger and freight.
Weymouth.....	120	July 13....	153	20 32	do do
William.....		May 25....	152	21 80	Freight.
W. M. Weatherspoon	50	July 14....	59	9 72	Ferry service.
W. E. Vroom....	24	April 17....	10	5 80	do
Western Extension..	336	Nov. 2....	424	41 92	do
Total.....			22,559	2,590 98	

CHARLES R. COKER,

Dominion Inspector of Hulls, &c.

STEAM Vessels not inspected for the Year ended 31st December, 1891.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks.
			\$ cts.	
Chebucto.....	108	65	...	Laid up; ferry service.
Bellisle... ..	155	97	.....	do passenger service.
Evangeline.....	78	53	.....	do ferry service.
Yuba... ..	12	8	.....	Ferry service; will inspect her as soon as possible.
Total.....	353	223	.....

CHARLES R. COKER,

Dominion Inspector of Hulls, &c.

STEAM Vessels inspected for the year ended 31st December, 1891.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Hazle		April 25..	7·52	5 64	Screw, fishing tug.
Miles		do 25..	63·04	10 04	do do
Glendevon	25 (deck)	do 25..	104·05	16 32	do freight and passenger.
D. L. Mather		May 4..	103·32	13 24	do tug.
Keewatin		do 5..	41·25	8 28	do do
Cruiser		do 5..	11·59	5 96	do do
Mary Hatch		do 6..	121·18	14 68	do do
Caro		do 7..	14·47	6 12	do do
Queen		do 8..	31·64	7 56	do do
Thistle		do 9..	23·33	6 84	do fishing tug.
Athabasca		June 4..	166·73	21 36	Stern-paddle, freight.
Grahame		do 19..	332·18	34 56	do do
Wrigley		do 30..	90·04	12 30	Screw, freight.
Harry Montgomery		Aug. 17..	3·65	5 32	do fishing boat.
Aurora	80	May 1..	224·50	26 00	Paddle, passenger and freight.
Millie Howell		do 16..	24·11	6 92	Screw, fishing boat.
Red River	35 (deck)	June 14..	166·47	21 28	do freight and passenger.
Sultana		May 16..	357·55	36 64	do do fish freezer.
Colville	35 (deck)	June 3..	164·41	21 12	Twin-screw, passenger and freight.
Ripple	No certificate issued		9·83	5 80	Paddle, excursion boat.

EDMUND R. ABELL,
Steamboat Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1891.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks. Why not inspected and class of Vessel.
			\$ cts.	
Marquette.....	149·07	93·92	.....	Stern paddle ; not in use.
Lady Ellen.....	18·57	12·63	6 52	Screw ; fishing boat ; failed to meet.
Princess	530·58	289·48	.....	Paddle ; not in use.
Mountain Belle.....	0·90	·86	5 08	Screw ; pleasure yacht ; too far distant from office, without special orders from Department, to inspect her (at Banff).
Alice Sprague	98·49	62·05	.....	Stern paddle ; not in use.
Marquis.....	753·76	474·87	.....	do at Prince Albert, N.W.T. Has not been in the water this season.
Northcote.....	461·34	290·65	.....	do do do
North-West.....	425·00	305·00	.....	do do do
Saskatchewan	336·84	212·21	34 96	Screw ; Lake Manitoba. Have not been notified as ready for inspection, nor yet where to find the vessel.
Ogema.....	62·05	42·20	9 96	Screw ; fishing tug ; failed to meet.
Antelope.....	142·61	107·73	19 44	Paddle ; excursion boat ; on Red River ; not in use, water being too low.
Angler.....	16·16	10·99	6 44	Screw ; fishing tug ; not ready for inspection before I went north, and on my return the vessel was not on the fishing grounds ; therefore failed to meet.
Victoria .....	.....	.....	.....	Screw ; tug ; dredge tender ; Government vessel.
Sir Hector.....	.....	.....	.....	do do

EDMUND R. ABELL,
Steamboat Inspector.

STEAM Vessels inspected for the year ended 31st December, 1891.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Islander.....	500	Jan. 5..	1,495·29	127 60	Twin-screw.
Robt. Dunsmuir.....			230·75	8 00	Special inspection.
Hope.....		Jan. 12..	78·49	11 32	Screw.
Falcon.....			52·44	5 00	Special inspection.
Dreadnought.....		Jan. 15..	30	8 12	Screw.
Enterprise.....		do 23..	2 95	5 24	do yacht
Emma.....	25	do 29..	35	7 80	do
Barbara Boscowitz..	150	do 30..	269·08	29 52	do
Surrey.....	50	Feb. 9..	263	29 04	Catamaran ferry.
Gladys.....	70	do 10..	146	19 68	Stern-wheel.
Earl.. ..	20	Oct. 24..	74·78	11 00	Screw.
K. de K.....	25	Feb. 14..	61·67	9 96	Paddle.
Burt.....		do 16..	13·05	6 04	Twin-screw.
Stella.....			16·32	5 00	Special inspection.
Millie.....		March 3..	9·24	5 72	Screw.
Adelaide.....		do 4..	151	20 08	Stern-wheel.
Clara Port.....		do 4..	25·55	7 08	Screw.
Fairy Queen.....	40	do 18..	25	7 00	Stern-wheel.
Tepic.....	40	do 19..	70·87	10 68	Screw.
Georgie.....		April 1..	32·16	7 56	do
Clyde.....		do 3..	67·87	20 88	Two years' dues ; twin-screw.
Rainbow.....	75	do 6..	207·21	24 56	Screw.
North Star.....		do 11..	8·11	5 64	do
Daisy.....	15	do 16..	84·16	11 72	do
Caledonia.....	14	do 21..	237	26 96	Stern-wheel.
Buzz.....		do 23..	12·59	6 04	Screw.
Constance.....	25	do 24..	49·52	9 00	do
Nagasaki.....	25	do 24..	15·13	6 20	do
Spratt's Ark.....		do 23..	307·88	32 64	Swin-screw.
Oriole.....		do 24..	4·15	5 32	Screw, yacht.
Florence.....		do 25..	59·44	9 80	Stern-wheel.

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Wm. Irving.....	290	April 29..	552·88	67 04	Stern wheel.
Badger.		May 7..	49·93	9 00	Screw.
Alert.....	20	do 8..	43·81	8 52	do
Bon Accord.....		do 15..	84·15	23 44	Two years' dues ; stern-wheel.
Comet.....	12	do 15..	85·26	11 80	Screw.
Yosemite.....	400	do 21..	1,525·03	130 00	Paddle.
Swan.....		do 19..	16·95	6 36	Screw.
Lenora.....		do 19..	33	7 64	do
Vancouver.....		do 22..	49·96	9 00	do
Minnehaha.....		do 23..	5	5 40	Screw, yacht.
Islander.....		do 13..	1,495	8 00	Special repairs to boiler.
Skidegate.....	20	April 24..	37·08	7 96	Screw ; passenger certificate granted 27th August.
Eliza Edwards.....	40	June 1..	54·63	9 40	Screw ; passenger certificate granted 27th August.
Muriel.....		do 6..	44·13	17 04	Twin-screw ; two years' dues.
Winnefred.....		do 6..	12·97	12 08	Screw do
Nora.....		do 5..	19·43	13 04	do do
Spitfire.....		do 5..	8	11 28	do do
R. P. Rithet.....	250	1891. Oct. 15..	816 69	73 36	Stern-wheel.
Mascotte.....		1892. June 1..	191·53	23 36	Twin-screw.
Horseshoe.....		do 18..	17·71	12 88	Screw ; two years' dues.
Clara Young.....		do 19..	30·75	7 48	Screw.
Joe Adams.....		do 19..	11·89	5 96	do
Delta.....		do 19..	14·19	6 12	do
Wellington.....		do 18..	16·3	12 56	do two years' dues.
May Queen.....		do 19..	14·10	12 24	do do
Princess Louise.....	300	do 26..	931·76	82 56	Paddle.
Florence.....		do 24..	30·41	7 40	Screw.
Active.....	20	do 27..	171·74	21 76	do
Iona.....	25	do 30..	52·62	9 24	Twin-screw.
Lois.....	10	do 30..	25·15	7 00	Screw.
Nagasaki.....		do 30..	15·13	5 00	Special repairs to boiler.
Cutch.....	150	July 6..	324·27	33 92	Screw.

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Duchess.....	80	July 11..	145·48	39 20	Stern-wheel; two years' dues.
Galena.....	25	do 15..	47·64	24 60	Twin-screw; 3 years' dues.
Surprise.....		do 14..	14 08	12 24	Screw; 2 years' dues.
Idaho.....		do 16..	6·04	16 44	do 3 years' dues.
Nelson.....	120	do 25..	496·01	47 68	Stern-wheel.
Dispatch.....		do 18..	37·10	7 96	Catamaran, paddle.
Lytton.....	125	do 20..	451·66	44 16	Stern-wheel.
Penticton.....	25	do 21..	49·69	9 00	Twin-screw.
Red Star No. 2.....		do 23..	36·85	15 92	Stern-wheel; 2 years' dues.
Brunette.....		do 27..	37·03	7 96	Screw.
Senator.....	30	Aug. 6..	27·63	7 24	do ferry.
Velos.....	20	do 6..	72·52	10 84	do
Mamie.....	15	do 7..	89·60	12 20	do
Standard.....		do 11..	51·08	9 08	do
Mystery.....	40	Sept. 3..	64·80	10 20	do
Lorne.....	30	do 10..	287·96	31 04	do
Etta White.....	20	do 16..	97·35	12 76	do
Saturna.....	15	do 16..	22·05	6 76	do
Belle.....	12	do 17..	66·62	10 36	do
Esperanza.....	12	do 18..	30·88	7 48	do
Blonde.....		do 17..	32·64	7 64	do
Kildonan.....		do 17..	51·41	9 08	do
Eva.....		do 18..	34·99	7 80	do
Nanaimo.....		do 21..	70·79	10 68	Stern-wheel.
Lilly.....		do 22..	33·57	7 72	Screw.
Wilna.....		do 22..	4 04	5 32	do yacht.
Rover.....		do 22..	6·57	5 56	do
Cora.....		do 24..	25·12	7 00	do
Estelle.....	12	do 21..	84·06	11 72	do
Thistle.....	26	do 28..	222·36	25 76	do
Lottie.....		do 29..	29·24	7 32	do
Phantom.....		Oct. 7..	46·53	8 76	do

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

Name of Vesses.	Number of Passen- gers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1892.		\$ cts.	
Chieftain.....		Oct. 13..	64·80	10 20	Screw.
Falcon.....		do 20..	52·44	9 24	do
Isabel.....	80	do 20..	445·93	43 68	Paddle.
Delaware.....	150	do 24..	475·20	46 00	Stern-wheel.
Robt. Dunsmuir....	85	do 24..	231·75	26 56	Twin-screw.
Gipsy.....		do 23..	49·63	9 00	Stern-wheel.
Iris.....		do 22..	19·32	6 52	Screw.
Telephone.....	50	do 23..	80·66	11 48	Stern-wheel.
Agnes.....		do 21..	22·70	6 84	Screw.
Earl.....	20 (deck)	do 23..	74·78	11 00	do
Maude.....	45	do 20..	174·99	22 00	do
Danube.....			886·84	78 96	do inspection not finished ; under alterations.
Sunbury.....		do 30..	73 36	10 84	Paddle.
Logger.....		do 31..	18·84	6 52	Logging scow.
Eliza.....		Nov. 5..	7·55	5 64	Screw.
Angerona.....		do 26..	13·79	6 12	do yacht.
Evangeline.....		do 28..	13·86	12 24	do do 2 years' fees and dues.
Stella.....		Dec. 3..	16·32	6 28	do
Comox.....		do 19..	101·17	16 08	do
Logger.....			18·84	5 00	Special, testing boiler.
Kildonan.....			51·41	5 00	do after repairs to boiler.
T. W. Carter.....		do 14..	26 94	7 16	Screw, fishing tug.
			18,226·63	2,204 18	

J. A. THOMSON,
Steamboat Inspector.

STEAM Vessels not inspected for the Year ended 31st December, 1891.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Why not inspected and class of Vessel.
			\$ cts.	
Bella.....	8·01	5·61	5 64	Fishing tug at Bella Coola; out of reach when inspector in district.
Morris	11·66	8·04	5 96	Fishing tug up Naas River; beyond reach except at great expense.
Peerless.....	307·47	256·03	32 56	Not been in service this year.
Cariboo Fly.....	281·82	202·66	30 56	Not in service.
Amelia..	430·97	222·08	42 48	do
Alice..	54·10	34·09	9 32	do
Red Star, No. 1 or Okanagan.....	14·81	10·00	6 20	Avoided inspection; reported to Minister.
Pilot.....	183·08	107·16	22 64	Laid up; requires new boilers.
Neel.....	207·97	125·47	26 64	Freight. Up in Alaska when inspector in district of Skeena River.
Mermaid.....	66·25	44·25	10 28	Not in service.
Eva.....	6·56	4·13	5 56	Fishing tug, Gardner's Inlet; too much expense.
Glad Tidings	43·02	27·15	8 44	Missionary service; laid up.

J. A. THOMSON,
Steamboat Inspector, Victoria, B.C.

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

Name of Vessel.	Number of Passengers allowed.	Date Certificate expires.	Gross Tons.	Tonnage Dues and Inspection Fees paid.	Remarks.
		1892.		\$ cts.	
Islander.....	500	January..	1,495·29	127 60	Twin-screw.
Emma.....	25	do ..	35·00	7 80	Screw.
Barbara Boscoritz..	150	do ..	269·04	29 52	do
Gladys.....	70	February.	146·00	19 68	Stern-wheel.
Surrey.....	50	do ..	263·00	29 04	Centre-wheel-ferry.
K de K.....	25	do ..	61·67	9 96	Paddle-ferry.
Earl.....	20	October ..	74·78	11 00	Screw.
Adelaide ..	.....	1892. March....	151·00	20 08	Stern-wheel.
Tepic.....	40	do	70·87	10 68	Screw.
Fairy Queen.....	40	do	25·00	7 00	Stern-wheel.
Rainbow.....	75	April.....	207·21	24 56	Screw.
Daisy.....	15	do	84·16	11 72	do
Caledonia.....	14	do	237·00	26 96	Stern-wheel.
Nagasaki.....	25	do	15·13	6 20	Screw.
Constance	25	do	49·52	9 00	do
U. S. S. Scow, No. 6	100	1891. October ..	.....	5 00	Scow.
do No. 2	160	do ..	.....	5 00	do
Wm. Irving	200	1892. April.....	552·88	67 04	Stern-wheel.
Spratt's Ark.....	.....	do	307·88	32 64	Twin-screw.
Alert.....	20	May.....	43·81	8 52	Screw.
Skedigate.....	20	April.....	37·08	7 96	do
Comet.....	12	May.....	85·26	11 80	do
Yosemite.....	400	do ..	1,525·03	130 00	Paddle.
Surrey, Special.....	200	1891. May .....	.....	8 00	Centre-wheel-ferry.
Yosemite, Special ..	700	do .....	.....	8 00	Paddle.
Hare's Scow, No. 1..	120	do .....	.....	5 00	Scow.
do No. 2..	160	do .....	.....	5 00	do
Badger.....	100	do .....	.....	5 00	Steam-scow.
H. G. Ashley's Scow, No. 1.....	190	do .....	.....	5 00	Scow.
H. G. Ashley's Scow, No. 2.....	180	do ..	.....	5 00	do
E. C. Baker's Scow..	160	do .....	.....	5 00	do
Florence.....	140	do .....	.....	5 00	Steam-scow.

STEAM Vessels inspected, &c.—British Columbia Division—*Continued.*

Name of Vessel.	Number of Passen- gers allowed.	Date certificate expires.	Gross Tons.	Tonnage Dues and Inspec- tion Fees paid.	Remarks.
		1891.		\$ cts.	
Cowper's Scow	190	May		5 00	Scow.
R. P. Rithet	250	October	816 69	73 36	Stern-wheel.
		1892.			
Mascotte		June	191 53	23 36	Twin-screw.
Princess Louise	300	do	931 76	82 56	Paddle.
Active	20	do	171 74	21 40	Screw.
Iona	25	do	52 62	9 24	Twin-screw.
Lois	10	do	25 15	7 00	Screw.
Cutch	150	July	324 27	33 92	do
Senator	30	August	27 63	7 24	do ferry.
Velos	20	do	72 50	10 84	do
Mamie	15	do	89 60	12 20	do
Eliza Edwards	40	June	54 63	9 40	do
Mystery	40	September . . .	64 80	10 20	do
Lorne	30	do	287 96	31 04	do
Esperanza	12	do	30 88	7 48	do
Estelle	12	do	84 06	17 72	do
Foreman's Barge	20	do			Barge for passengers.
Belle	12	do	66 62	10 36	Screw.
Thistle	26	do	222 36	25 76	do
Etta White	20	do	97 35	12 76	do
Isabel	80	October	445 93	48 68	Paddle.
Delaware	150	do	475 20	46 00	Stern-wheel.
Earl	20	do	74 78	11 00	Screw.
Telephone	50	do	80 66	11 48	Stern-wheel.
Robert Dunsmuir	85	do	231 75	26 56	Twin-screw.
Satuma	15	September . . .	22 05	6 76	Screw.
Maude	45	October	174 99	22 00	do
Comox			101 17	16 08	do inspection not completed.
	5,603		10,955 29	\$1,264 16	

R. COLLISTER,
Hull Inspector.

STEAM Vessels not inspected for the year ended 31st December, 1881.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Gross Tonnage.	Registered Tonnage.	Dues and Fees.	Remarks.
				Why not inspected and class of Vessel.
			\$ cts.	
Cariboo Fly	281·82	202·66	30 56	Laid up ; twin-screw.
Amelia	430·97	222·05	42 48	do paddle steamer.
Pilot	183·05	107·16	22 64	do screw-tug.
Nell	207·97	125·47	26 64	Freight and passenger, at the Skeena River.
Mermaid	66·27	44·25	10 28	Laid up ; paddle steamer.
	1,170·08	701·59	132 60	

R. COLLISTER,
Hull Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Glenrosa.....	2·13	Screw.....	Wood...	63	45	Maganetawan.....	Passenger, between Burke Falls and Maganetawan.
A. V. Crawford.....	20·93	do.....	do ..	51	35	Goderich.....	Tug boat, Georgian Bay.
Mink.....	2·13	do.....	do ..	13	9	Port Carling.....	Passenger, Muskoka Lakes.
Minota.....	3·33	do.....	do ..	29	19	Toronto.....	Pleasure yacht, Lake Simcoe.
Delight.....	3·33	do.....	do ..	26	14	Bruce Mines.....	Tug boat, Lake Huron.
	31·85			182	122		

JAMES JOHNSTON,
Steamboat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Joe Milton.....	14·7	Screw.....	Wood...	93	63	Port Stanley.....	Passenger and freight, Lake Erie.
Snowstorm	4·03	do	do ..	17	10	do	Fishing tug, Lake Erie.
Victoria.....	·83	do	do ..	3	2	Port Elgin.....	Tug, Lake Huron.
City of Stratford.....	·81	Twin-screw.	do ..	4	3	Stratford.....	Pleasure yacht, Avon River.
Sonntag	1·06	Screw	do ..	7	5	Toronto.....	do Lake Ontario.
Vera	1·2	do	do ..	14	12	Blenheim... ..	Passenger, Rondeau Bay.
Michigan.....	166·66	Paddle.....	Steel...	1,730	498	Bay City, Michigan.....	Railway car ferry, Windsor and Detroit.
	189·29			1,868	593		

JOHN DODDS,
Steamboat Inspector, West Ontario Division.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power, whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Michigan.	Paddle.	Steel.	1729-80	498-24	Bay City, Michigan.	C. P. R. car ferry, Windsor and Detroit.
Joe Milton.	Screw.	Wood.	95-30	63-45	Port Stanley.	Port Stanley, Lake Erie, fish and tug.
Glenrosa.	do.	do.	63-18	42-97	Maganetawan.	On the Maganetawan River, passenger and tug.
Mink.	do.	do.	13-32	9-06	Port Carling.	On the Muskoka Lakes, passenger and tug.
Sonntag.	do.	do.	7-24	4-93	Toronto.	Pleasure yacht on Toronto Bay.
Minata.	do.	do.	28-53	19-41	do.	do. Lake Simcoe
City of Stratford.	do.	do.	4-01	2-73	Port Dalhousie.	do. the Avon River, Stratford.
Vera.	do.	do.	13-52	12-24	Blenham.	Passenger, Rondeau Bay, screw.
				1954-90	653-03		

THOS. HARBOTTE,
Hull Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Lorelei.	2-13	Screw	Wood ..	44-29	30-12	Kingston.	Passenger, Bay of Quinté and River St. Lawrence to Prescott.
Titania.	3-53	do	do ..	16-83	10-64	do	Yacht.
Bertha.	3-00	do . . .	do ..	17-64	12-00	do	do
Sunbeam.	7-50	Paddle.	do ..	111-89	83-48	Lakefield.	Passenger, waters of Victoria and Peterboro'.
Ortrandella.	9-63	do	do ..	266-20	169-50	Lindsay.	do
Maggie May	3-33	Screw	do ..	29-03	19-74	Washburn.	Freight, Rideau Canal.
	29-12			485-88	325-48		

EDWARD ADAMS,
Steamboat Inspector, East Ontario Division.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Lorelei.....	2·13	Screw.....	Wood..	44·29	30·12	Kingston.....	Passenger, Bay of Quinté and Prescott.
Sunbeam.....	7·50	Paddle.....	do ..	111·89	83·48	Lakefield.....	do waters of Victoria and Peterboro'.
Titania.....	3·53	Screw.....	do ..	16·83	10·64	Kingston.....	Yacht.
Maggie May.....	3·33	do ..	do ..	29·03	19·74	Washburn.....	Tug, Rideau Canal.
Crandella	9·63	Paddle.....	do ..	266·20	169·50	Lindsay.....	Passenger, waters of Victoria and Peterboro'.
Bertha.....	3·00	Screw.....	do ..	17·64	12·00	Kingston.....	Yacht.
	29·12			485·88	325·48		

THOMAS DONNELLY,
Steamboat Inspector, East Ontario Division.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

Name of Vessel.	Horse power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Sir Hector.....	6·2	Screw.....	Wood.....	40	10	Ottawa, 1891.....	Towing on Ottawa River.
Squaw.....	2·7	do	do	22	18	Buckingham, 1891	Passenger and towing on Lièvre River.
Hudson ..	50·26	Side-wheel..	Composite..	158	80	Sorel, 1891....	Towing, Montreal, Quebec and Chambly River.
Mildred	3·86	Screw	Wood	15	13	Kingston, Ont., 1891.....	Freight and passenger on Lièvre River.
	65·02			235	121		

JOHN BURGESS,
Steamboat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built ; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Thornholm.....	175	Screw	Iron	1,816	1,182	Sunderland.....	As a freight boat from Montreal to foreign ports.
Lily H.....	9·63	do ..	Wood...	18	13	Quebec.....	As a Quebec harbour tug.
Anny McGee.....	12·33	do	do ..	60	.....	Pubnico, N.S.....	As a wrecking schooner.
		

PIERRE D. BRUNELLE,
Hull Inspector.
JOS. SAMSON,
Steamboat Insp., Quebec District.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood, Iron or Steel.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Anticosti.....	8-17	Screw.....	Wood..	19-00	15-98	Shelburne, N.S., 1891.....	Fish boat, coasting.
Aid	18-13	do	do ..	98-55	67-02	Liverpool, N.S., 1891.....	Wrecker do
Amanda Green.....	3-33	do	do ..	19-63	13-37	St. John, N.B., 1891	Tug, St. John, N.B.
Bessie Ardilla.....	7-06	do	do ..	11-17	7-77	West Isles, N.B., 1890.....	do Deer Island to Eastport.
Blue Hill.....	41-86	Twin-screw.	do ..	195-83	97-51	Boston, Mass., 1887.....	Passenger, ferry, Yarmouth to Liverpool.
Collector.....	18-30	Screw.....	do ..	52-02	35-39	Halifax, N.S., 1891	Lighter, Halifax Harbour.
C. M. Winch.....	23-40	do	do ..	87-72	49-22	Camden, N.Y., 1872	Tug, Little Glace Bay. *
Ellida.....	12-06	do	Composite steel	37-52	25-51	New Glasgow, N.S., 1891.....	Yacht, coasting.
Fanchon.....	5-70	Paddle.....	Wood..	95-66	60-27	St. John, N.B., 1891.....	Tug, St. John River.
Fastnet.....	66-60	Screw.....	Iron....	337-71	154-56	Glasgow, G.B., 1878.....	Passenger and freight, Halifax to P. E. Island.
Glencoe.....	3-33	do	Wood..	32-21	24-53	Granville Ferry, N.S., 1891.....	Ferry, passenger, Granville to Annapolis, N.S.
Havana	54-17	do	do ..	470-98	245-86	Hantsport, N.S., 1891.....	Freight and passenger, Halifax and Newfoundland.
J. B. Hamlin.....	4-80	do	do ..	31-71	21-56	Providence, R.I., 1891.....	Freight, Pictou, N.S.
John L. Cann.....	34-66	do	do ..	142-08	62-60	Yarmouth, N.S., 1891.....	Tug, Yarmouth, N.S.
Hope	34-13	Paddle.....	do ..	305-77	161-61	Sorel, Que., 1878.....	do St. John River.
Lunenburg.....	56-53	Screw.....	do ..	265-55	113-11	Mahone Bay, N.S., 1891.....	Passenger and freight, Halifax and Lunenburg.
Marion.....	5-00	do	do ..	11-57	7-87	Douglstown, N.B., 1891.....	Yacht, Miramichi River.
Maple Leaf.....	19-20	Paddle.....	do ..	129-06	81-31	Pictou, N.S., 1891.....	Ferry, Pictou and Pictou Landing.

Northumberland.....	211 '86	Twin-screw.	Steel...	1,255·43	519·09	Newcastle, G.B., 1891, Wood-stock, 1882.	Passenger and freight, P. E. Island, Point du Chêne and Picton.
Springfield..	25 '73	Stern-wheel.	Wood...	232·73	146·00	Lengthened, St. John, 1890....	Passenger, St. John River.
Rustler.....	3 '33	Paddle.....	do ..	77·47	48·81	Newcastle, N.B., 1891.....	Ferry, passenger, Newcastle ferry.
Tangent.....	4 '26	Twin-screw.	do ..	35·74	24·30	Hampton, King's Co., 1891....	Tug, St. John River.
	641 '61			3,945·11	1,982·92		

DOUGLAS STEVENS,
Steamboat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
St. Olaf	100 A 1.....	Iron.....	305	72	Port Glasgow, G.B.....	Pictou, Magdalen Islands and Cape Breton, passenger and freight.
Lunenburg	Am. Record ..	Wood ..	265	113	Mahone Bay, N.S. . .	Halifax and Lunenburg, N.S., passenger and freight.
Blue Hill.....	do ..	195	97	Boston, U.S ..	Yarmouth to Argyle, N.S., passenger and freight.
Fastnet.....	Steel.....	337	154	Glasgow, 1878.....	Halifax to P.E.I., passenger and freight.
Maple Leaf	Wood ..	129	81	Pictou, N.S. . .	Ferry, Pictou to Pictou Landing.
Glencoe	do ..	32	24	Granville, N.S.....	do Annapolis to Granville.
Havana	Veritas.....	do ..	470	245	Hantsport, N.S.....	Freight boat, Halifax to Newfoundland.
Northumberland	do	Steel....	1,255	519	Newcastle-on-Tyne.....	Charlottetown, P.E.I., to Shediac or Pictou, passenger and freight.
				2,988	1,305		

CHARLES R. COKER,
Dominion Inspector of Hulls, &c.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891 ; their Class and Horse-power ; whether of Wood or Iron ; their Gross and Registered Tonnage ; where built, and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Sultana.....	10·80	Screw	Wood ..	357·55	243·13	Selkirk, Man.....	Lake Winnipeg, freight, and fish freezer.
Angler	2·70	do	do ..	16·16	10·99	do	do fishing boat.
Ripple.....	2·13	Paddle.....	do ..	9·83	6·19	Winnipeg, Man.	Red River, excursion boat.
	15·63			383·54	260·31		

EDMUND R. ABELL,
Steamboat Inspector for Manitoba, Kewatin and N.W.T.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-Power; whether of Wood or Iron; their gross and Registered Tonnage; where built and where and how employed.

BRITISH COLUMBIA DIVISION.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Burt	2.5	Twin-screw, tug.	Wood..	13.05	8.88	Victoria	Towing in adjacent waters.
Dreadnought	5.4	Screw, tug..	do ..	38.65	.....	New Westminster.....	do and freighting, Burrard Inlet.
Caledonia.....	17.0	Stern-wheel.	do ..	237	130	do ..	Freight and passenger, Skeena River.
Comet ..	16.6	Screw, tug..	do ..	85.26	58.85	do ..	Towing, waters of British Columbia.
135 Eliza Edwards.....	14.1	do	do ..	54.63	37.15	Vancouver.....	Freight and passenger, Vancouver to Fraser River.
Florence..	2.7	do	do ..	30.41	17.80	Victoria.....	Cannery service, Skeena River.
Gemini	5.3	Twin-screw.	do ..	8.15	5.55	New Westminster.....	Pleasure yacht.
Estelle	29	Screw, tug..	do ..	84.06	57.17	Nanaimo.....	Towing, waters of British Columbia.
Minnehaha.....	0.8	do	do ..	6.72	4.57	New Westminster.	Pleasure yacht.
Nora.....	2.1	do	do ..	19.43	13.21	Port Essington.....	Cannery service, Skeena River.
Phantom.....	2.7	do tug..	do ..	46.53	31.65	Port Madison, Wash., U.S....	Coal trade, Nanaimo to Victoria.
Iona.....	5.4	Twin-screw.	do ..	52.62	35.79	Vancouver.....	Fish and passengers from north to Vancouver.
Lois.....	4.8	Screw, tug..	do ..	25.15	17.11	do	Towing, Burrard Inlet to Victoria.
Nelson	13	Stern-wheel.	do ..	496.01	312.49	Nelson, Kootenay.....	Freight and passenger, Kootenay Lake.
Surrey..	17	Catamaran	do ..	263.26	182.26	New Westminster.....	do Fraser River ferry.
Penticton.....	4.2	Twin-screw.	do ..	49.69	33.79	Okanagan Lake.....	do Okanagan Lake.
Blonde.....	6.6	Screw	do ..	32.64	22.53	New Westminster.....	Towing, Fraser River.

Esperanza	2·7	do	do ..	30·88	21·31	do	Passengers, Nanaimo to adjacent islands.
Wildman	13·5	do	do ..	51·41	32·08	Victoria	Towing, Fraser River.
Eva	3·3	do	do ..	34·99	24·17	New Westminster	do do
Rover	1·4	do	do ..	6·57	4·47	Nanaimo	do Nanaimo Harbour.
Cora	2·7	do	do ..	25·12	17·09	Cowichan Lake	do logs, Cowichan Lake.
Galena	3·2	Twin-screw.	do ..	47·64	33·35	Kootenay Lake	Freight and passengers, Kootenay Lake.
Idaho	1·2	Screw, tug..	do ..	6·04	4·23	Medical Lake, Idaho, U.S.A..	Towing, Kootenay Lake.
Dispatch	2·1	Catamaran .	do ..	37·10	23·38	Revelstoke	Snag boat, Columbia River.
Earl	21	Screw, tug..	do ..	74·78	49·86	Vancouver	Towing, Fraser River.
Sunbury	2·7	Freight, paddle.	do ..	73·36	46·22	New Westminster	Freighting, Arms of Fraser River.
Logger	1·2	Scow	do ..	18·84	12·82	Vancouver	Gathering logs along beach.
Angerona	4·1	Screw, yacht	do ..	13·79	9·52	New Westminster	Cruising for pleasure.
Comox	24·0	Passenger & freight.	Steel...	101·17	60·16	Paisley, Scotland; rivetted at Vancouver.	Freight and passengers, waters of British Columbia.
T. W. Carter	2·1	Fishing tug.	Wood ..	26·94	17·00	Victoria	San Juan, Vancouver Island.
City of Nanaimo	5·8	Passenger & freight.	do ..	751·37	517·74	Vancouver	Passengers and freight, mainland and Nanaimo.
				2,927·41	1,893·43		

JAMES A. THOMSON,
Steamboat Inspector.

STATEMENT of the number of Steam Vessels added to the Dominion during the year ended 31st December, 1891; their Class and Horse-power; whether of Wood or Iron; their Gross and Registered Tonnage; where built; and where and how employed.

Name of Vessel.	Horse-power.	Class.	Wood or Iron.	Gross Tonnage.	Registered Tonnage.	Where built.	Where and how employed.
Iona	5.4	Twin-screw.	Wood ..	54.62	35.79	Vancouver	Freight and passenger, in British Columbia waters.
Lois	4.8	do ..	do ..	25.17	17.11	do ..	At present towing in British Columbia waters.
Nelson	13.0	Stern-wheel.	do ..	496.01	312.49	Nelson	Freight and passenger.
Surrey	17.0	Centre-wheel.	do ..	263.26	182.26	New Westminster. ..	Fraser River ferry boat.
Blonder	6.6	Screw	do ..	32.64	22.53	do ..	Tug, Fraser River.
Esperanza	2.7	do	do ..	30.88	21.31	do ..	Freight and passenger, Nanaimo and islands.
Hildonan	13.5	do	do ..	51.41	32.08	Victoria	Tug, Fraser River.
Eva	3.3	do	do ..	34.99	24.17	New Westminster. ..	do
Rover	1.4	do	do ..	6.57	4.47	Nanaimo	Tug, Nanaimo Harbour.
Cora	2.7	do	do ..	25.12	17.09	Cowichan Lake. ..	Towing logs, Cowichan Lake.
Penticton	4.2	Twin-screw.	do ..	49.69	33.79	Okanagan Lake	Freight and passenger, Okanagan Lake.
Burt	2.5	Twin-screw.	Wood ..	13.05	8.88	Victoria ..	Tug; waters of B. C.
Dreadnought	5.4	Screw	do ..	38.65	.....	New Westminster	Freight and tug, Burrard Inlet.
Caledonia	17.0	Stern-wheel.	do ..	237.00	130.00	do ..	Freight and passenger, Skeena River.
Comet	16.6	Screw	do ..	85.26	58.55	do ..	Tug and passenger, waters of B. C.
Eliza Edwards	14.1	do	do ..	54.63	37.15	Vancouver	Freight and passenger, Vancouver and Fraser River.
Florence ..	2.7	do	do ..	30.41	17.80	Victoria	Cannery service, Skeena River.
Genuine	5.3	Twin-screw.	do ..	8.15	5.55	New Westminster	Yacht.

Estelle.....	29·00	Screw.....	do ..	84·06	57·17	Nanaimo.....	Tug and passenger, waters of B. C.
Minnehaha.....	0·8	do	do ..	6·72	4·57	New Westminster.....	Yacht.
Nora.....	2·1	do ..	do ..	19·43	13·21	Port Essington, U.S.....	Canning service, Skeena River.
Phantom.....	2·7	do ..	do ..	46·53	31·65	Port Madison.....	Towing, Nanaimo and Victoria.
Galena.....	3·2	Twin-screw.	do ..	47·64	33·35	Kootenay Lake.....	Freight and passenger, Kootenay Lake.
Idaho	1·2	Screw	do ..	6·04	4·23	Idaho, U.S.	Towing, Kootenay Lake.
Dispatch.....	2·1	Catamaran.	do ..	37·10	23·38	Revelstoke.....	Snag boat, Columbia River.
Earl	21	Screw	do ..	74·78	49·86	Vancouver.....	Towing freight and passenger, waters of B. C.
Sunbury	2·7	Paddle.....	do ..	73·36	46·42	New Westminster.....	Freight, Fraser River.
Logger.....	1·2	Screw	do ..	18·84	12·82	Vancouver.....	Gathering logs off the beach.
Angerona.....	4·1	do	do ..	13·79	9·52	New Westminster.....	Yacht.
Comox .....	.....	do	Steel....	101·17	60·16	Vancouver.....	Freight and passenger, waters of B. C.
				1963·78	1247·00		
208·3							

R. COLLISTER,
Hull Inspector.

STATEMENT of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion during the year ended 31st December, 1891, and where and how employed.

WEST ONTARIO DIVISION.

Name of Vessel.	Where and how last employed.	Name of Vessel.	Where and how last employed.
Simpatica	Georgian Bay, yacht.	Mary Beck. . . .	Georgian Bay, tug.
Othello.	Lake Superior, fishing tug.	Lady Katrine. . . .	Maganetawan River, tug.
Myrtie	Lake Huron do	Resolute	Georgian Bay, tug.
Sovereign.	All Lakes, freight.		

JOHN DODDS,
JAMES JOHNSTON,
Steamboat Inspectors.

WEST ONTARIO DIVISION.

W. M. Alderson..	Port Dover, passenger.	Sovereign	All the lakes, freight.
Inter-Ocean. . . .	Wallaceburg and Sarnia, pass.		

THOS. HARBOTTLE,
Hull Inspector.

EAST ONTARIO DIVISION.

Peerless	Rideau Canal, freight boat.	Eleanor	Kingston to Oswego and Rideau Canal, tug.
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EDWARD ADAMS,
Steamboat Inspector.

MONTREAL DIVISION.

Resolute	Screw, towing about the Ottawa River.	H. F. Bronson. . . .	Screw, towing about Pembroke River.
Eva.	do passenger, in Buckingham River.	George Millen.	do towing about the Ottawa River.
Kate.	do towing about Buckingham River.		

JOHN BURGESS,
Steamboat Inspector.

MONTREAL DIVISION.

Dagmar (burnt)...	Paddle, passenger, Montreal and Ottawa.	Eva (burnt).....	Screw, passenger, Buckingham and High Rock.
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PIERRE D. BRUNELLE,
Hull Inspector.

QUEBEC DIVISION.

Champion	Gulf and River, screw, tug.	Bienvenue.....	Paddle, passenger, Quebec and St. Ann.
Hercules.....	River, paddle, tug.	Canada.....	River, paddle, tug.

PIERRE D. BRUNELLE,
Hull Inspector.

JOS. SAMSON,
Steamboat Inspector.

STATEMENT of Steam Vessels lost, broken up or laid up, as unfit for service, in the Dominion during the year ended 31st December, 1891, and where and how employed.

MARITIME PROVINCES DIVISION.

Name of Vessel.	Where and how last employed.	Name of Vessel.	Where and how last employed.
Oscar Wilde	St. John, N.B., tug.	Lady of the Lake..	Sydney Harbour, C.B., tug.
Fearless	do do	Maud	Annapolis Basin, N.S., tug.
Fanchon	do do	Heather Belle....	Charlottetown and Orwell, P.E.I., passenger.
Joe Edwards.....	Annapolis, N.S., ferry.	Acadia, St. John..	St. John River, N.B., passenger.
Dolphin	Dartmouth, N.S., tug.		

DOUGLAS STEVENS.

Steamboat Inspectors.

Acadia.....	St. John River, passenger and freight; burnt December, 1891.	Heather Belle....	Charlottetown to Crapaud, &c., P.E.I., passenger and freight; sunk by collision.
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CHARLES R. COKER,

Dom. Inspector of Hulls, &c.

MANITOBA, KEEWATIN AND NORTH-WEST TERRITORIES DIVISION.

Glendevon.....	Lake Winnipeg, fishing tug; burned on the 6th August, in the Little Saskatchewan River.		
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EDMUND R. ABELL,

Steamboat Inspector for Manitoba, Keewatin and N. W. T.

BRITISH COLUMBIA DIVISION.

Kamloops	Kamloops Lake, passenger service; laid up as unfit.	Nellie Taylor..	Coast cruising; lost.
Lady Dufferin ...	do do	Emma..	Towing, coast; lost.
Marion.....	Upper Columbia River; lost.	Alpha.....	Freight, Vancouver; burned.
Reliance.....	Fraser River; laid up as unfit.	Reliance	Fraser River; laid up.
Spallumcheen. .	Shuswap Lake; dismantled.	Nellie Taylor....	Coasting; lost.
Western Slope....	Victoria, passenger service; dismantled.	Emma.....	do

R. COLLISTER,

Hull Inspector.

LIST of Certificates of Competency granted to Engineers of Steamboats, for the year
ending 31st December, 1891.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
1078	July 8	Chas. Ed. Stewart.....	Second class ..	Halifax, N.S.	Halifax	5 00
1079	do 8	James Scott.....	Third class ...	Victoria, B.C.....	Victoria.....	5 00
1080	do 8	Thos. F. McKechnie	Fourth class ..	New Westminster, B.C..	do	5 00
1081	do 8	Alex. Cook.....	Second class ..	Point Edward	Sarnia.	5 00
1082	do 8	William R. Burnett	Fourth class ..	Windsor, Ont.....	Windsor	5 00
1083	do 8	Joseph F. Taylor, jun ...	Second class ..	do	do	5 00
1084	do 8	Matthew Hy. Chisholm...	do ..	Milton P.O., Ont.	Toronto	5 00
1085	do 8	Abraham H. B. Neff	Fourth class ..	Humberstone, Ont	do	5 00
1086	do 8	Enoch Chapinan.....	do ..	Windsor, Ont.....	Windsor	5 00
1087	do 8	Jonathan Lowry	do ..	do	do	5 00
1088	do 8	Richard Hy. B. Bridge ...	Second class ..	North Sydney, C.B., N.S.	Halifax	5 00
1089	do 8	Wm. Hy. Durham.....	Fourth class ..	Homer, Ont.....	Toronto	5 00
1090	do 8	Jasper Fowler.....	First class....	Victoria, B.C.....	Victoria.....	5 00
1091	do 8	John F. Cheyne.....	Second class ..	St. John, N.B....	St. John	5 00
1092	do 8	Wm. Henry Dewey ...	Third class ...	St. Catharines, Ont.	Toronto	5 00
1093	do 8	Daniel Donohue.	Second class ..	Toronto, Ont.	do	5 00
1094	do 8	Ofof Johnson Swanberg ..	Third class ...	Selkirk, Man.....	Selkirk.....	5 00
1095	do 8	Wm. K. Simpson	Fourth class ..	Toronto, Ont.	Toronto	5 00
1096	do 8	James Levy.....	Third class ...	Winnipeg, Man.....	Selkirk	5 00
1097	do 8	James Smith	do ...	Rat Portage, Ont.	do	5 00
1098	do 8	Henry Parker	Second class ..	Toronto, Ont.	Toronto	5 00
1099	do 12	William McCallum.	Third class ...	Goderich, Ont.....	do	5 00
1100	do 12	William Hannah	Second class ..	Halifax, N.S.	Halifax	5 00
1101	do 12	James Ailles	Fourth class ..	Mimico Asylum, Ont....	Toronto	5 00
1102	do 12	William Caraty	do ..	Waubashene, Ont.....	do	5 00
1103	do 12	John McRae, jun.....	do ..	Meaford, Ont.	do	5 00
1104	do 12	Christopher Dragoylovich.	Third class ...	Vancouver, B.C.....	Victoria	5 00
1105	do 12	John Tumilty	Fourth class ..	Victoria, B.C.....	do	5 00
1106	do 12	John J. Weinart	Third class ...	Toronto, Ont.	Toronto	5 00
1107	do 12	Samuel Graham.....	do ...	Victoria, B.C.....	Victoria.....	5 00
1108	do 12	Robert Steel	do ...	do	do	5 00

LIST of Certificates of Competency granted to Engineers, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
1109	July 12..	Wm. J. Cullum	First class ...	Victoria, B.C.	do	5 00
1110	do 12..	Frederick Corkey	Fourth class ..	Barriefield, Ont.	Kingston. ...	5 00
1112	do 12..	John Kennedy	do ..	Garden Island, Ont.	do	5 00
1113	do 12..	Edward Jas. Taylor	Third class ...	Kingston, Ont.	do	5 00
1114	do 12..	John Allen Wallace	Fourth class ..	Trenton, Ont.	Toronto	5 00
1115	do 12..	Wm. Julian	do ..	Port Dalhousie ...	do	5 00
1116	do 12..	Herbert T. McLeod	do ..	Barrie, Ont.	do	5 00
1117	do 12..	Jacob York Baker	do ..	Sunmerton, Ont.	do	5 00
1118	do 12..	Elisee Julien	Third class ...	Pembroke, Ont.	Montreal	5 00
1119	do 12..	James D. Banks	Second class ..	Toronto, Ont.	Toronto	5 00
1120	do 12..	Wm. Noonan	do ..	Westport, Ont.	do	5 00
1121	do 12..	Jonathan Taylor	do ..	Kingston, Ont.	Kingston	5 00
1122	do 12..	George Fleming	do ..	do	do	5 00
1123	do 12..	Andrew Simmons	Fourth class ..	do	do	5 00
1124	Feb. 5..	Richmond B. Halked	Permit	Vancouver, B.C.	Victoria	5 00
1125	do 12..	Chas. H. McJunkin	Third class ...	Yarmouth, N.S.	Yarmouth	5 00
1126	do 12..	Oliver P. St. John	First class	Toronto, Ont.	St. Catharines.	1 00
1127	do 12..	Francis H. Pearsall	Permit	Port Rowan, Ont.	Toronto ...	2 00
1128	Mar. 17..	James Summers Adam ..	Fourth class ..	Toronto, Ont.	do	5 00
1129	do 17..	George Wm. W. Rankin..	do ..	Owen Sound, Ont. ...	Owen Sound..	5 00
1130	do 17..	John H. Hewson	do ..	do	do ..	5 00
1131	do 17..	David L. Johnstone.	Third class ...	Chatham, Ont.	St. Catharines.	5 00
1132	do 17..	David Foley	Second class ..	Toronto, Ont.	Toronto ...	5 00
1133	do 17..	Samuel A. Mills	do ..	do	do	5 00
1134	do 17..	Charles A. Farrar	do ..	Meaford, Ont.	Owen Sound..	5 00
1135	do 17..	Hiram Fred Chute	Third class ...	Hampton, N.B.	Halifax	5 00
1136	do 17..	John James Cowgill ...	Fourth class ..	Victoria, B.C.	Victoria	5 00
1137	do 17..	James Baird	Second class ..	Toronto, Ont.	Toronto	5 00
1138	do 17..	Ed. John O'Dell	Fourth class ..	do	do	5 00
1139	do 17..	John Burns	do ..	Owen Sound, Ont.	Owen-Sound..	5 00
1140	do 17..	Wm. Harwood	do ..	do	do ..	5 00
1141	do 17..	Alex. McKenzie	Third class ...	do	do ..	5 00

LIST of Certificates of Competency granted to Engineers, &c.—*Continued*,

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.	
						\$	cts.
	1891.						
1142	Mar. 17..	Wm. F. Watts	Second class ..	St. Catharines, Ont.	St. Catharines.	5	00
1143	do 17..	James Ryan	Fourth class ..	Newboro', Ont.	Toronto	5	00
1144	do 17..	Rupert McKay	Second class ..	Halifax, N.S.	Halifax	5	00
1145	do 17..	Andrew McLaren	Fourth class ..	Warton, Ont.	Owen Sound..	5	00
1146	do 17..	Oscar Flummerfelt	Second class ..	St. Catharines, Ont. ..	St. Catharines.	5	00
1147	do 17..	Albert Ed. House	Third class ...	Port Dalhousie, Ont.	do ..	5	00
1148	do 17..	Alma Lowder	Fourth class ..	St. Catharines, Ont.	do ..	5	00
1149	do 17..	Wm. Henry Linter ..	Third class ...	do ..	do ..	5	00
1150	do 17..	Anthony Strong	Fourth class ..	Kingston, Ont.	Kingston.	5	00
1151	do 17..	John W. Hunter ..	do ..	do ..	do ..	5	00
1152	do 21..	George Booth	Third class ...	do ..	Toronto	5	00
1153	do 21..	Isaac Moudeland	Fourth class ..	Victoria, B.C.	Victoria	5	00
1154	do 21..	Wm. Parker ..	Second class ..	Kingston, Ont.	Kingston.	5	00
1155	do 21..	John Bolton	Fourth class ..	do ..	do ..	5	00
1156	do 21..	Alex. McRae ..	Second class ..	Toronto, Ont.	Toronto	5	00
1157	do 21..	Wm. Chas. Spencer	Fourth class ..	Kingston, Ont.	Kingston	5	00
1158	do 21..	Mathew Hayes	Third class ...	Toronto, Ont.	Toronto	5	00
1159	do 21..	Eugène Belanger	Second class ..	Lévis, Que.	Quebec	5	00
1160	do 21..	Wm. Phipps	do ..	Collingwood, Ont.	Toronto	5	00
1161	do 21..	Alex. Crimstie	do ..	Glasgow, Scotland	Halifax	5	00
1162	do 21..	Andrew S. Foster	do ..	Yarmouth, N.S.	Yarmouth	5	00
1163	do 21..	Henry Wilson	Third class ..	Victoria, B.C.	Victoria	5	00
1164	do 21..	Lawson B. Cronk	do ..	Dresden, Ont.	Toronto	5	00
1165	do 21..	Geo. Elias Wilson	do ..	Port Stanley, Ont.	do ..	5	00
1166	do 21..	Silas Calder Soules ..	do ..	Queensville, Ont.	do ..	5	00
1167	do 21..	Bertram Meyers	Fourth class ..	Toronto, Ont.	do ..	5	00
1168	do 21..	Frank White ..	Second class ..	do ..	do ..	5	00
1169	do 21..	Edward Wm. Fox	Third class ...	do ..	do ..	5	00
1170	do 21..	James H. Ellis	First class	do ..	do ..	5	00
1171	do 21..	Amos Knox	Third class ...	North Sydney, N.S.	Halifax	5	00
1172	do 21..	Saml. James Giles	Fourth class ..	Toronto, Ont.	Toronto ..	5	00
1173	do 21..	Robt. Wm. Moore	do ..	Hamilton, Ont.	do ..	5	00

LIST of Certificates of Competency granted to Engineers, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
1174	Mar. 21.	Alex. Barton.....	Third class ..	Kingston, Ont ..	Kingston.....	5 00
1175	do 21.	Saml. Gillespie.....	Second class ..	Toronto, Ont.....	Toronto.....	5 00
1176	do 21.	John McDonald.....	Fourth class ..	Hamilton, Ont.....	do	5 00
1177	do 21.	Constant Hamel.....	Second class ..	Lotbinière, Que.....	Lotbinière.....	...
1178	April 6.	Frank H. Tovey.....	Fourth class ..	Victoria, B.C.....	Victoria	5 00
1179	do 14.	Wm. P. Lindley.....	Second class ..	do	do	5 00
1180	do 14.	George Crandell.....	Third class ..	Lindsay, Ont.....	Toronto.....	5 00
1181	do 14.	Wm. Wallace Savage....	Permit.....	Toronto, Ont.....	do	2 00
1182	do 14.	George H. Shutliffe. .	do	Gananoque, Ont.....	Kingston.....	2 00
1883	June 2.	Adelard Lapointe.....	Fourth class ..	Village Lauzon, Que....	Quebec.....	5 00
1184	do 2.	Hilaire Mercier.....	do ..	do Bienville, Que ..	do	5 00
1185	do 2.	Gimes Bressoni.....	do ..	do do ..	do	5 00
1186	do 2.	John McKinnon.....	do ..	Charlottetown, P.E.I..	Halifax.....	5 00
1187	do 2.	Wm. J. Keimedy.....	do ..	Sorel, Que.....	Quebec.....	5 00
1188	do 2.	Robt. S. Cunningham....	do ..	New Westminster, B.C.	Victoria.....	...
1189	do 2.	Erastus H. H. Lovitt....	do ..	Yarmouth, N.S.....	Halifax.....	5 00
1190	do 2.	Edward Lloyd.....	do ..	Kentville, N.S.....	do	5 00
1191	do 2.	James Heay.....	Third class ..	Victoria, B.C.....	Victoria....	5 00
1192	do 2.	Saml. Brunelle.....	do ..	Champlain, Que.....	Montreal.....	5 00
1193	do 2.	George Lumsden.....	do ..	Eustache, Man.....	Selkirk	5 00
1194	do 2.	Edward Tames	do ..	Huntsville, Ont.....	Toronto.....	5 00
1195	do 2.	Alex. Lewis.....	do ..	Owen Sound, Ont.....	do	5 00
1196	do 2.	Michel Latulippe.....	Second class ..	Village Lauzon, Que....	Quebec.....	5 00
1197	do 2.	Achille Michaud.....	do ..	St. Sauveur, Que.....	do	5 00
1198	do 2.	James Morron.....	do ..	Halifax, N.S.....	Halifax.....	5 00
1199	do 2.	Frank DeWolfe Cahan....	First class....	Yarmouth, N.S.....	do	5 00
1200	do 2.	Wm. Caro Higgins	Third class ..	Keewatin, N.W.T	Selkirk .....	...
1201	do 9.	Edwd. Abbey.....	Fourth class ..	Toronto, Ont.....	Toronto.....	5 00
1202	do 16.	Wm. Moses Hyde.....	do ..	Dresden, Ont.....	do	5 00
1203	do 16.	Robert Craig.....	do ..	Windsor, Ont.....	do	5 00
1204	do 16.	Joseph Boisvert.....	do ..	Sorel, Que.....	Quebec.....	5 00
1205	do 16.	John Gonyea.....	Permit.....	Smith's Falls, Ont.....	Kingston.....	2 00

LIST of Certificates of Competency granted to Engineers, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
1206	June 16..	Wm. Powers.....	Permit.....	Tyendinaga, Ont.	Kingston....	2 00
1207	do 16..	Jerome Young.....	do	Peterboro', Ont.....	do	2 00
1208	do 16..	Wm. A. McWilliam....	do	Kingston, Ont.....	do	2 00
1209	July 4..	Thos. A. Russell.....	Third class ...	Toronto, Ont.....	Toronto	5 00
1210	do 8..	George Caister.....	Fourth class ..	St. Catharines, Ont....	do	5 00
1211	do 9..	George MacGregor.	do	Victoria, B.C.....	Victoria	5 00
1212	do 9..	Edwin Verney.....	do	Toronto, Ont.....	Toronto	5 00
1213	do 9..	John D. Adams.....	Permit.....	Parry Sound, Ont.....	Parry Sound..	2 00
1214	do 9..	Wm. M. Moore.....	do	Orillia, Ont.....	Orillia.....	2 00
1215	do 9..	Arthur Thos. Lowe.....	do	Port Carling, Ont.....	Port Carling..	2 00
1216	do 9..	Martin L. Crandell.....	do	Port Perry, Ont.....	Kingston.....	2 00
1217	do 9..	Saml. R. Heenan.....	do	Cardinal, Ont.....	do	2 00
1218	do 9..	George Dube.....	do	Penetanguishene, Ont...	Penetanguishene	2 00
1219	do 19..	Henry Geddow	do	Kingston, Ont.....	Kingston	2 00
1220	do 20..	Clement Montville.....	do	Thurso, Que	Montreal.....	2 00
1221	Aug. 1..	Thos. Hy. Sheffield.....	do	West Sutton, Ont.....	Jackson's Pt.	2 00
1222	do 1..	James Summers Adam....	do	Toronto, Ont.....	Roach's Pt....	2 00
1223	do 1..	Fredk. Rutherford.....	do	Penetanguishene, Ont...	Penetanguishene	2 00
1224	do 4..	Charles Gravelles.....	do	Bridgeworth, Ont.....	Kingston.....	2 00
1225	do 5..	Frank Massan.....	do	Lindsay, Ont.	Lindsay.....	2 00
1226	do 5..	Fredk. J. Parkin.....	do	do	do	2 00
1227	do 26..	François Tetreau.....	Third class ...	Lachine, Que.....	Lachine.....	5 00
1228	do 26..	Henry Greenway.....	Permit.....	Vancouver, B.C.....	Vancouver....	2 00
1229	Sept. 15..	Thos. O. Mara.....	do	Lombardy, Ont.....	Lombardy....	2 00
1230	June 1..	Geo. Ed. Burrows.....	Third class ...	Barrington, N.S.....	Barrington ...	5 00
1231	Dec. 4..	Larue Smith.....	Permit.....	Blenheim, Ont	Toronto	2 00
1232	do 29..	Sandford Donnelly.....	Third class ...	Kingston, Ont.....	do	5 00
1233	do 29..	Thos. Crossley.....	Fourth class ..	Toronto, Ont	do	5 00
1234	do 29..	Geo. Simons.....	do	Hamilton, Ont.....	do	5 00
1235	do 29..	Napoléon Lecours	Second class ..	Village Bienville, Que...	Quebec.....	5 00
1236	do 29..	Harry Brownley	do	Toronto, Ont.....	Toronto	5 00
1237	do 29..	James Wallace.....	Fourth class ..	Victoria, B.C....	Victoria.....	5 00

LIST of Certificates of Competency granted to Engineers, &c.—*Concluded.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
1238	Dec. 29..	Pierre LeBlanc.....	Fourth class..	Carleton, Que.....	Quebec.....	5 00
1239	do 29..	James Kelly.....	do ..	Halifax, N.S.....	Halifax.....	5 00
1240	do 29..	Robt. R. Harvie.....	do ..	Barrington, N.S.....	do	5 00
1241	do 29..	Joseph H. Londen..	do ..	Creemore, Ont.....	Toronto	5 00
1242	do 30..	Fredk. C. Dougall.....	do ..	Victoria, B.C.....	Victoria.....	5 00
1243	do 30..	Thos. S. Moffat.....	do ..	do	do	5 00
1244	do 30..	David L. Rainy.....	Third class....	New Westminster, B.C..	do	5 00
1245	do 30..	Edmond C. Shepherd....	Second class..	Victoria, B.C.....	do	5 00

APPENDIX No. 16.

LIST of Certificates of Competency granted to Masters and Mates, Foreign Sea-going,
during the year ended 30th November, 1891.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
						\$ cts.
	1890.					
2811	Dec. 10.	Harry Gauhroger.....	2nd Mate ..	Victoria, B.C.....	Victoria.....	5 00
2812	do 26.	Joseph Frève.....	Master.....	Cacouna, Que.	Quebec.....	10 00
2813	do 26.	John A. Ljungherg.....	Mate.	St. John, N.B.....	St. John	5 00
2814	do 26.	Nelson Smith.....	do	do	do	5 00
2815	do 26.	Perry Ells Knowlton.....	do	Advocate Harbour, N.S.	do	5 00
2816	do 26.	James L. Mosher.....	do	Avondale, N.S.....	Halifax	5 00
2817	do 26.	Lewis Fielden.....	dc	Hantsport, N.S.....	do	5 00
2818	do 26.	Murray McDonald.....	do	Main-à-Dieu.....	do	5 00
2819	do 26.	Fraser Hunter.....	Master.....	Mount Denson, N.S....	do	10 00
2820	do 26.	Adelbert F. McKay.....	Mate.....	Barton, N.S.	Yarmouth....	5 00
2821	do 26.	Fredk. M. Cosman	Master.....	Yarmouth, N.S.....	do	10 00
2822	1891. Jan. 17.	John Pratt.....	Mate.....	Cheverie, N.S.	Halifax	5 00
2823	do 17.	Richard John Warner	Master.....	Plympton, N.S.....	do	10 00
2824	do 4.	Leander H. Porter.....	Mate.....	Lower Granville, N.S...	St. John.....	5 00
2825	Feb. 7.	James P. Bendrot	Master.....	Victoria, B.C.....	Victoria	10 00
2826	do 7.	Fredk. W. Blanvelt.....	do	Tusket, N.S.....	Yarmouth....	10 00
2827	do 7.	Arthur E. Morgan.....	Mate.....	Victoria, B.C.....	Victoria....	5 00
2828	do 7.	David A. Scott.....	do	Windsor, N.S.	Halifax .....	.....
2829	do 7.	Chas. A. Muggah.....	do	Sydney, C.B.....	do	5 00
2830	do 7.	William Salisbury	Master.....	River John, N.S.....	do	10 00
2831	do 7.	John W. Baxter.....	do	Sheffield, N.S.....	do	10 00
2832	do 7.	James K. Johnson.....	Mate.	River John, N.S.....	do	5 00
2833	do 26.	Edward R. Dunham.....	Master.....	St. John, N.B.....	St. John.....	10 00
2834	do 26.	Patk. Ed. McMurray.....	do	do	do	10 00
2835	do 26.	James S. Osborn.....	do	do	do	10 00

LIST of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1890.					\$ cts.
2836	Feb. 26..	Wm. Henry Carson.....	Master.....	St. Martin's, N.B.....	St. John.....	10 00
2837	do 26..	Albert J. Smith	do	Shediac, N.B.....	do .....	....
2838	do 26..	Ed. J. King.....	Mate.....	St. John, N.B.	do	5 00
2839	do 26..	Nils G. Thouson	do	do	do	5 00
2840	do 26..	Edson S. Crowe	do	Burnt Coat, N.S.....	do	5 00
2841	Mar. 10..	Narcisse J. Porter.	do	Tusket Wedge, N.S....	Yarmouth....	5 00
2842	do 10..	Harry P. Smith	do	Cheverie, N.S	do	5 00
2843	do 10..	Lloyd D. Vance	Master.....	Masstown, N.S.....	Halifax	10 00
2844	do 10..	Millidge Mailman	Mate.....	Bridgewater, N.S.....	do	5 00
2845	do 10..	Joseph Monteith.....	Master.....	Maitland, N.S.....	do	10 00
2846	do 10..	Hector Campbell.....	do	Cape Traverse, P.E.I...	do	10 00
2847	do 10..	Frank B. Baker	do	Yarmouth, N.S.....	do	10 00
2848	do 10..	Donald Urquhart.....	do	Victoria, B.C.....	Victoria.....	....
2849	April 6..	Wm. F. Spurr	do	Clements West, N.S. ...	St. John.....	5 00
2850	do 6..	Nelson A. Withers.....	do	St. John, N.B.....	do	10 00
2851	do 6..	Wm. A. Irvine.....	do	Victoria, B.C.....	Victoria.....	10 00
2852	do 6..	William M. Collins.....	Mate.....	Advocate Harbour, N.S.	St. John.....	5 00
2853	do 17..	Paul Lachance.....	Master.....	St. Jean, Que	Quebec.....	10 00
2854	do 17..	Jean B. Patoine.....	2nd Mate ..	Bienville, Que	do	5 00
2855	do 17..	Joseph Délisle.....	do	St. Jean, Isle d'Orléans, Que.	do	5 00
2856	do 17..	Adélaré Sansterre	do	St. Michel, Que.	do	5 00
2857	do 17..	Wm. Caddell.....	do	Maitland, N.S.....	Halifax	5 00
2858	do 17..	Wm. C. Sanders.	Mate.....	Hartford, N.S.....	Yarmouth...	5 00
2859	do 17..	Louis LeBourdais.....	do	L'Islet, Que	Quebec.	5 00
2860	May 4..	Jacob H. Cummings.....	do	Londonderry, N.S.	St. John.	5 00
2861	do 4..	James H. Holmes.....	do	St. John, N.B.....	do	5 00
2862	do 4..	Hugh McMaster.....	do	do	do .....	....
2863	do 4..	John A. Mooney.....	Master.....	do	do	10 00
2864	do 4..	John Joseph Campbell.....	do	do	do	10 00
2865	April 30..	Carsten C. Heeshen.....	Mate.....	Halifax, N.S.....	Halifax.....	5 00
2866	June 1..	David Fitzpatrick	do	St. John, N.B.....	St. John	5 00
2867	do 1..	Wm. H. McKenzie.	do	do	do	5 00

LIST of Certificates of Competency granted to Masters and Mates, &c—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	When Examination was Passed.	Fee.
	1891.					\$ cts.
2868	June 1..	Alex. Thompson	Master.	St. John, N.B.	St. John.	10 00
2869	do 16..	Joseph E. Jones.	2nd Mate.	Wolfville, N.S.	Halifax.	5 00
2870	do 16..	James B. Kehoe.	Master.	Maitland, N.S.	do.	10 00
2871	do 16..	James Dollar.	do.	Brooklyn, N.S.	do.	10 00
2872	do 16..	Joseph Delisle.	Mate.	St. Jean, Isled'Orleans, Q.	Quebec.	5 00
2873	July 7..	Henry A. Smith	Master.	Yarmouth, N.S.	Yarmouth. ....	...
2874	do 7..	Geo. R. Vickery.	do.	Pembroke, N.S.	do.	10 00
2875	do 7..	James T. O'Neil.	Mate.	Port Medway, N.S.	Halifax.	5 00
2876	do 7..	Harry C. Ellis.	do.	Maitland, N.S.	do.	5 00
2877	do 7..	Fred. N. Malcolm.	Master.	Cheverie, N.S.	do.	10 00
2878	do 7..	James Lumbard.	do.	Medford, N.S.	do.	10 00
2879	do 13..	J. Wm. Hamilton	do.	St. John, N.B.	St. John. ....	...
2880	do 13..	Wm. Hy. Coonan.	do.	Harvey, N.B.	do.	10 00
2881	do 13..	Geo. C. Robbins.	Mate.	Yarmouth, N.S.	do. ....	...
2882	do 13..	Ernest H. Porter.	do.	Pembroke, N.S.	Yarmouth.	5 00
2883	Aug. 24..	Geo. R. Marsters.	2nd Mate.	Summerville, N.S.	Halifax.	5 00
2884	do 24..	John D. McKenzie.	Mate.	Pictou, N.S.	do.	5 00
2885	do 24..	Wm. F. Butler.	Master.	Halifax, N.S.	do.	10 00
2886	do 24..	Samuel A. Parker.	Mate.	Walton, N.S.	do.	5 00
2887	do 24..	James W. McKenzie.	Master.	Pictou, N.S.	do.	10 00
2888	do 24..	John Wilson.	Mate.	Victoria, B.C.	Victoria.	5 00
2889	Sept. 10..	Amos Davison.	Master.	Hantsport, N.S.	Halifax.	10 00
2890	do 10..	Albert Mailman	do.	Annapolis, N.S.	do.	10 00
2891	do 10..	James W. Gould.	do.	Canada Creek, N.S.	do.	10 00
2892	do 10..	James F. Dill.	Mate.	Newport, N.S.	do.	5 00
2893	do 10..	Reginald H. Campbell.	do.	Liverpool, N.S.	do.	5 00
2894	do 10..	Enoch H. Sutles.	do.	Halifax, N.S.	do. ....	...
2895	do 10..	Chas. D. Bowers.	Master.	Bridgewater, N.S.	do.	10 00
2896	do 28..	David S. Doty.	do.	Hebron, N.S.	Yarmouth.	10 00
2897	do 28..	Henry Nickerson.	do.	Wood's Harbour, N.S.	do. ....	...
2898	do 28..	Chas. T. Porter.	do.	Spencer's Island, N.S.	St. John. ....	...
2899	do 28..	Thos. Kiffin.	do.	St. John, N.B.	do.	10 00

LIST of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
2900	Oct. 24..	Chas. Gormley.	Mate.....	Hantsport, N.S.....	St. John.....	.....
2901	do 24..	Henry E. Newman.	Master.....	St. John, N.B.....	do .....	.....
2902	do 24..	John Ed. G. Weston.....	do	Chatham, N.B.	do	10 00
2903	do 24..	Raymond L. Holder.....	do	St. John, N.B.....	do .....	.....
2904	do 24..	James W. Calhoun.	do	do	do	10 00
2905	do 28..	John C. Amberman.....	do	Granville, N.S.....	Halifax.....	10 00
2906	do 30..	John Ed. Fulton.	Mate. ..	Noel, N.S.....	do	5 00
2907	Nov. 16..	Peter LeBlanc... ..	Master.....	Arichat, N.S.....	do	10 00
2908	do 16..	Chas. C. Graham.	do	Maitland, N.S.....	do	10 00
2909	do 16..	Wm. Caddell.....	do	do	do	10 00
2910	do 16..	Judson W. Robbins.....	Mate	Yarmouth, N.S.....	Yarmouth....	5 00
2911	do 21..	John S. Kiffin.....	do	St. John, N.B.....	St. John.....	5 00
2912	do 21..	Wm. H. Davis.....	do	Clifton, N.S.....	do	5 00
2913	Dec. 4..	Daniel H. Andrews.....	do	Arcadia, N.S.....	Yarmouth....	5 00
2914	do 22..	Albert Lockett.....	Master.....	Carleton, N.B.....	St. John.....	10 00
2915	do 22..	Thos. Haley.....	do	do	do	5 00
2916	do 22..	Lewis C. Crow.....	Mate.....	Noel, N.S.....	do	5 00
2917	do 22..	Geo. L. Folker.....	do	Hantsport, N.S.....	Halifax....	5 00
2918	do 22..	Pellman Bezanson.....	do	do	do	5 00
2919	do 22..	James E. Blackadder.....	do	Wolfville, N.S.....	do	5 00

LIST of Certificates of Competency granted to Masters and Mates of Inland and Coast-
ing Vessels, for the year ending 31st December, 1891.

Number of Cer- tificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1890.					\$ cts.
710	Dec. 10..	Frederick Rogney	Mate.....	Garden Island, Ont.....	Kingston.....	4 00
711	do 10..	Alex. Rose	Master.....	Midland, Ont.....	St. Catharines	8 00
712	do 10..	Julius Leroux	do	do	do ..	8 00
713	do 10..	Wm. Seaman.	do	Collingwood, Ont.....	do ..	8 00
714	do 26 ..	Frank M. Buck.....	do	Dorchester, N.S	St. John.....	8 00
715	do 26..	Robt. J. Janes	do	St. John, N.B	do	8 00
716	do 31..	Norman S. McKinnon....	do	Yarmouth, N.B.....	Yarmouth....	8 00
717	1891. Jan. 3..	James Findall.....	Mate.....	Midland, Ont.....	St. Catharines	4 00
718	do 3..	Frederick Freck.....	Master.....	Sault Ste. Marie, Ont...	do ..	8 00
719	do 3..	Joseph Granville.....	Mate.....	Southampton, Ont.....	do ..	4 00
720	do 3..	Arthur Clark	Master.....	Collingwood, Ont.....	do ..	8 00
721	do 3..	Stephen Saxby	Mate.....	Hamilton, Ont.....	Toronto	4 00
722	do 3..	Wm. C. Jordan.....	Master.....	Collingwood, Ont.....	St. Catharines	8 00
723	do 3..	John McCannel	do	do	do ..	8 00
724	do 3..	John Soden.....	do	Midland, Ont.....	do ..	8 00
725	do 3..	Michael Brennan.....	Mate.....	Kingsville, Ont.....	do ..	4 00
726	do 21..	Edgar Bigelow	Master.....	Medford, N.S.....	St. John.....	8 00
727	do 21..	Thos. Hy. Benwill	do	Cape Chin, Ont.....	St. Catharines	8 00
728	do 21..	Robt. Cooney.....	do	Port Dalhousie, Ont.....	do ..	8 00
729	do 21..	Joseph Noble.....	do	Goderich, Ont.....	do ..	8 00
730	do 21..	Wm. Rixon	do	Owen Sound, Ont.	do ..	8 00
731	do 21..	Hans Holvorsen	do	do	Toronto	8 00
732	do 21..	John Whiteside	do	do	do	8 00
733	do 21..	Robt. Brown.....	Mate.....	Kilsyth, Ont.....	St. Catharines	4 00
734	do 21..	Robt. Reynolds.. ..	do	Penetanguishene, Ont...	do ..	4 00
735	do 21..	Angus L. Kennedy.....	do	Stirling Falls, Ont.....	Gravenhurst..	4 00
736	do 21..	John Grant	do	Hamilton, Ont.....	St. Catharines	4 00
737	do 21..	Wm. Kitchen	Master.....	Midland, Ont.....	do ..	8 00
738	do 21..	James Baxter	do	Goderich, Ont.....	do ..	8 00
739	Feb. 7..	Josephat Sauvageau	do	Deschambault, Que.....	Quebec.....	8 00
740	do 7..	Leonard W. Morrow.....	Mate.....	Victoria, B.C.....	Victoria.....	4 00

LIST of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	When Examination was Passed.	Fee.
	1891.					\$ cts.
741	Feb. 7.	W. C. P. Clarke	Mate.	Victoria, B.C.....	Victoria.....	4 00
742	do 7.	John G. Ainslie	Master.. . . .	Owen Sound, Ont.....	St. Catharines	8 00
743	do 7.	Thomas E. Zink.....	do	Lunenburg, N.S.....	Lunenburg . . .	8 00
744	do 7.	Alex. E. Lindqvist	do	Revelstoke, B.C.....	Victoria.....	8 00
745	do 7.	Frank German	Mate.....	Penetanguishene, Ont...	St. Catharines	4 00
746	do 7.	Alex. McGregor.....	do	Tiverton, Ont.....	do	4 00
747	do 7.	James Morrison	Master.....	Parrsboro', N.S.	St. John.....	8 00
748	do 7.	Frank Granville	do	Southampton, Ont. . .	St. Catharines	8 00
749	do 7.	H. W. Hebb	do	Lunenburg, N. S.	Lunenburg . . .	8 00
750	do 7.	William Wright	Mate.....	Toronto, Ont.	Toronto	4 00
751	do 18.	John McGowan	do	do	do	4 00
752	do 18.	Grant G. Horne	do	Wolfe Island, Ont....	Kingston.....	4 00
753	do 18.	Malcolm M. Morris.	Master.....	Advocate Harbour, N.S.	St. John.....	8 00
754	do 18.	Colon J. Terrio.	do	West Arichat, N.S.....	Sydney, C.B..	8 00
755	do 18.	Thos. A. Currie	do	Golden Valley Harbour, Ont.	St. Catharines	8 00
756	do 20.	William D. Graham.....	do	St. Catharines, Ont.....	do	8 00
757	do 20.	John V. Morrill.....	Mate.....	Sarnia, Ont.....	St. Catharines.	4 00
758	do 20.	David McCormack.....	do	Pelee Island, Ont.....	do	4 00
759	do 20.	Joseph Hough.	Master.....	Port Stanley, Ont.....	do	8 00
760	do 20.	Andrew Walsh.....	do	St. Catharines, Ont. . .	do	8 00
761	do 20.	Alex. McCullough.....	Mate.....	Port Dalhousie, Ont....	do	4 00
762	do 20.	Wm. T. Robertson.....	do	Owen Sound, Ont. . . .	do	4 00
763	Mar. 4.	Alfred Burritt.....	Master.....	Thornbury, Ont.....	do	8 00
764	do 4.	James Sutherland.	do	Goderich, Ont	do	8 00
765	do 4.	Wm. McCracken.....	Mate.....	Port Colborne, Ont.....	do	4 00
766	do 4.	Esrom Lewis	Master.....	Sydney, C.B., N.S . . .	Sydney, C.B..	8 00
767	do 4.	Joseph N. Berry.. . . .	do	Granville Ferry, N.S....	St. John.. . .	8 00
768	do 4.	Judson E. Hamilton.....	do	Cape Hopewell, N.B....	do	8 00
769	do 4.	Christopher Richter.....	Mate.	St. John, N.B.....	do	4 00
770	do 4.	Robert Ivey	do	Owen Sound, Ont.....	St. Catharines.	4 00
771	do 12.	John James McLaren.....	do	St. Catharines, Ont.....	do	4 00
772	do 12.	Donald Campbell.....	do	Owen Sound, Ont.....	Toronto	4 00

List of Certificates of Competency granted to Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	When Examination was Passed.	Fee.
	1891.					\$ cts.
773	Mar. 12..	Thomas A. Nicholson.....	Mate.....	Gananoque, Ont.....	St. Catharines.	4 00
774	do 12..	Thomas M. Harding.....	do	Yarmouth, Ont.....	Yarmouth....	4 00
775	do 12..	Charles F. Lewis..	do	Freeport, N.S.....	do	4 00
776	do 12..	Henry Wm. King	do	Toronto, Ont.	Toronto	4 00
777	do 12..	Alfred Hicks.	Master.....	Pictou, N.S.....	Kingston.....	8 00
778	do 12..	Robert A. Welsh.....	do	St. Martins, N.B.	St. John.....	8 00
779	do 12..	Ezra Forsyth.....	do	St. John, N.B.....	do	8 00
780	do 12..	Leverett A. Hauselpecker... ..	do	do	do	8 00
781	do 12..	John Shane	Mate.....	Fenelon Falls, Ont..	Kingston	4 00
782	do 12..	Samuel Wright.....	do	Owen Sound, Ont.....	Toronto	4 00
783	April 1..	John A. Willett.....	Master....	Main-à-Dieu, C.B.....	Sydney.....	8 00
784	do 1..	Alfred Langlois.....	do	Descouse, N.S.....	do	8 00
785	do 1..	Josiah Gosse.....	do	Victoria, B.C.....	Victoria.....	8 00
786	do 1..	George R. Longley	Mate.....	St. Catharines, Ont.....	St. Catharines.	4 00
787	do 1..	Edward Morden.....	Master.....	Oakville, Ont.	do ..	8 00
788	do 1..	George Irwin.....	do	Port Dalhousie, Ont.....	do ..	8 00
789	do 1..	Thomas A. Martin.....	do	Owen Sound, Ont.....	do ..	8 00
790	do 1..	James M. Steeves	do	Dover, N.S.....	St. John.....	8 00
791	do 1..	William Millard.....	do	Sarnia, Ont.....	St. Catharines.	8 00
792	do 1..	Henry Mecrate.	Mate.	do	do ..	4 00
793	do 1..	Frank Cotton.	do	St. Catharines	do ..	4 00
794	do 1..	Williard Stevens.....	Master.....	Kingston, Ont.....	Kingston....	8 00
795	do 1..	James W. McCoppen.....	do	Port Colborne, Ont.....	St. Catharines.	8 00
796	do 1..	Robert H. Fleming.....	do	St. John, N.B.....	St. John.....	8 00
797	do 6..	John F. Quinn.....	do	St. Catharines, Ont.....	St. Catharines.	8 00
798	do 6..	Danford W. Greenfield	do	River Herbert, N.S.....	St. John.....	8 00
799	do 10..	Christian Iverson.....	do	Lunenburg, N.S.....	Lunenburg ...	8 00
800	do 10..	Adelard Sansterre	do	St. Michel, P.Q.....	Quebec	8 00
801	do 10..	James Moreau.....	do	Port Severn, Ont.....	St. Catharines.	8 00
802	do 10..	Dennis Mullaney..	do	Milford, N.B.....	St. John	8 00
803	do 14..	Henry Wm. Hatfield.....	do	Port Grenville, N.S.....	Halifax....	8 00
804	do 14..	Wm. Hamilton.....	do	Collingwood, Ont.....	St. Catharines	8 00

LIST of Certificates of Competency granted Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1892.					\$ cts.
805	April 14..	Colon P. Lawson.....	Mate.....	Pelee Island, Ont.....	St. Catherines	4 00
806	do 14..	Fred. Johnson.....	Master.....	Midland, Ont.....	do ..	8 00
807	do 18..	Maurice V. Smith.....	do	St. John, N.B.....	St. John.....	8 00
808	do 18..	Wm. Kingston	do	Port Colborne, Ont.....	St. Catharines	8 00
809	do 18..	Jackson Smith.....	Mate.....	Palermo, Ont.....	do ..	4 00
810	do 18..	Henry Mawdesley.....	Master.....	Thorold, Ont.....	do ..	8 00
811	do 18..	Geo. Angus McFarlane	do	Lincoln, N.B.....	St. John.....	8 00
812	do 18..	Alex. L. Gridale.....	do	Port Colborne, Ont.....	St. Catharines	8 00
813	do 21..	Ed. O'Neil.....	Mate.....	do	do ..	4 00
814	do 21..	Patrick L. Mooney.....	Master..	Morpeth, Ont.....	do ..	8 00
815	do 24..	Dennis McMullins.....	do	Toronto, Ont.....	do ..	8 00
816	do 24..	Robert C. Irwin.....	Mate.....	Montreal, Que.....	Kingston.....	4 00
817	do 24..	Fenwick P. Shields.....	do	St. John, N.B.....	St. John.....	4 00
818	do 24..	Edward Perley.....	Master.....	do	do	8 00
819	do 24..	John E. Muggah.....	do	Sydney, C.B., N.S.....	Sydney, C.B..	8 00
820	do 30..	Wm. Ed. Ryder.....	do	Lower Granville, N.S. ..	St. John.....	8 00
821	May 1..	August J. Ryerse	Mate.....	Vancouver, B.C.....	Victoria.....	4 00
822	do 1..	Cancelled				
823	do 1..	Wm. Chas. Playster.....	Mate.....	Collingwood, Ont.....	St. Catharines	4 00
824	do 1..	Robert Austin	do	Port Dover, Ont.....	do ..	4 00
825	do 1..	Ed. John Repath.....	do	Toronto, Ont.....	do ..	4 00
826	do 1..	Alfred Covell.....	Master.....	Brighton, Ont.....	do ..	8 00
827	do 1..	Henry Kerby.....	do	Dresden, Ont.....	do ..	8 00
828	do 1..	Hy. S. B. Donaldson.....	do	Toronto, Ont.....	do ..	8 00
829	do 1..	Edward M. Foster.....	do	Port Dover, Ont.....	do ..	8 00
830	do 12..	John Macaulay.....	do	Southampton, Ont.....	do ..	8 00
831	do 12..	Geo. H. Playter.....	do	Collingwood, Ont.....	do ..	8 00
832	do 12..	Christopher Wilson.....	do	Parrsboro', N.S.....	St. John.....	8 00
833	do 12..	James Herwin.....	do	Sarnia, Ont.....	St. Catharines	8 00
834	do 12..	Hugh J. Hagan	do	St. Catharines, Ont.....	do ..	8 00
835	do 12..	Angus J. McNeil.....	do	St. John, N.B.....	St. John.....	8 00
836	do 29..	James F. Calbick	Mate.....	Gananoque, Ont.....	Kingston.....	4 00

LIST of Certificates of Competency granted Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1892.					\$ cts.
837	May 29..	Henry Martin	Mate..	Port Dover, Ont.....	St. Catharines	4 00
838	do 29..	Geo. W. Dean	do	Fort Erie, Ont.....	do ..	4 00
839	do 29..	Paul C. Robinson.....	do	Hopewell, N.B.....	St. John.....	4 00
840	do 29..	James Westaway	Master.....	Georgetown, P.E.I.....	do	8 00
841	June 16..	John F. Anderson.....	Mate.....	Victoria, B.C.....	Victoria	4 00
842	do 16..	Herbert Cleland.....	Master.....	Collingwood, Ont.....	St. Catharines	8 00
843	do 16..	John W. Darling.....	do	do	do ..	8 00
844	do 16..	James Delaney.....	do	Prescott, Ont.....	Kingston.....	8 00
845	do 16..	John Driscoll.....	do	do	do	8 00
846	do 16..	Wm. Lemoine.....	do	Penetanguishene, Ont...	St. Catharines	8 00
847	do 16..	John W. Maddick.....	do	Hamilton, Ont.....	do ..	8 00
848	do 16..	Saml. J. McCoppen.....	do	Port Colborne, Ont.....	do ..	8 00
849	do 16..	John Wm. Butler.....	Mate.....	Victoria, B.C.....	Victoria.....	4 00
850	do 16..	Freeman F. Holmes	Master.....	Lower Granville, N.S....	St. John.....	8 00
851	do 16..	Caleb Spencer	do	Louisburg, C.B., N.S....	Sydney, C.B..	8 00
852	do 16..	Geo. R. Wood.....	do	Port Dalhousie, Ont....	St. Catharines	8 00
853	July 8..	Charles W. Zemke.....	Mate.....	Lunenburg, N.S.....	Lunenburg ...	4 00
854	do 8..	Edgar O. Smith	Master ..	Yarmouth, N.S.	St. John ..	8 00
855	do 13..	Douglas Brown.....	Mate.....	Victoria, B.C.....	Victoria	4 00
856	do 13..	Victor Clare Smith.....	do ..	Moodyville, B.C	do	4 00
857	do 13..	John Jarrell.....	Master ..	Port Hope, Ont.....	Kingston. ...	8 00
858	do 21..	A. E. Mathews.	do	Toronto, Ont.....	St. Catharines	8 00
859	do 21..	John A. Casselman.....	do ..	Little Current, Ont....	do ..	8 00
860	do 21..	Archibald Keith	do	Colborne, Ont.	Kingston.....	8 00
861	do 21..	Thomas J. Clark.....	Mate.....	Toronto, Ont.....	St. Catharines	4 00
862	Aug. 25..	James A. King.....	do	St. Catharines, Ont....	do ..	4 00
863	do 25..	Angus Cameron.....	do	St. John, N.B.....	St. John	4 00
864	do 25..	Joseph Groathead....	Master.....	Southampton, Ont	St. Catharines	8 00
865	do 25..	Jno. W. Diamant	Mate.....	Lindsay, Ont.....	Kingston... ..	4 00
866	Sept. 14..	Fred. McKay	Master ..	Bell Ewart, Ont.....	St. Catharines	8 00
867	do 14..	Edmond Groulx	do	Melochville, Que.....	Ottawa.	8 00
868	do 14..	Daniel C. McMorris	do	Kamloops, B.C.	Victoria.....	8 00

LIST of Certificates of Competency granted Masters and Mates, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
						\$ cts.
869	Sept. 14..	Eben N. Everett.....	Master.....	Plympton, N.S.	St. John.	8 00
870	do 14..	Antoine Haynes.....	do	Zotique, Que.	Ottawa.....	8 00
871	do 14..	Absalom Freeman	Mate.....	Vancouver, B.C.....	Victoria.....	4 00
872	do 14..	Hector McLean	Master.....	Orillia, Ont.	St. Catharines	8 00
873	do 28..	Geo. T. Shaver.....	do	Wallaceburg, Ont.	do ..	8 00
874	do 28..	G. Fred Marsh, jun.	do	Huntsville, Ont.....	do ..	8 00
875	do 28..	Julius Kauffmann	do	Little Current, Ont.....	do ..	8 00
876	do 28..	Wm. H. Leanhardt.....	do	Dresden, Ont.....	do ..	8 00
877	Oct. 26..	Samuel B. Dalton	Mate.....	St. John, N.B.	St. John	4 00
878	do 26..	Jacob Wagimah.....	Master.....	Garden River, Ont.....	St. Catharines	8 00
879	do 26..	Thos. Salter Guns	Mate.....	Victoria, B.C.	Victoria	4 00
880	do 26..	Daniel A. Phillips.....	Master.....	Dorset, Ont.....	St. Catharines	8 00
881	do 26..	Zepherine Genier.....	Mate.....	St. Martins, Que.....	Ottawa.	4 00
882	do 26..	Fred. G. Snider.....	Master.....	Bruce Mines, Ont.....	St. Catharines	8 00
883	do 26..	Stanley Gillespie.....	do	Valleyfield, Que.....	Ottawa.....	8 00
884	do 26..	Henry Savard..	do	Roberval Lake, Que.....	Quebec... . . .	8 00
885	do 31..	Henry Aldenburg.....	Mate.....	Windsor, Ont.....	St. Catharines	4 00
886	do 31..	Richard Glackin.....	Master.....	Algoma Mills, Ont.....	do ..	8 00
887	Nov. 16..	Wm. H. Nickett..	do	Bruce Mines, Ont.....	do ..	8 00
888	do 16..	François X. Turcotte.....	do	Grosse Isle, Que.....	Quebec.....	8 00
889	do 16..	William Burtch.....	do	Thessalon, Ont.....	St. Catharines	8 00
890	do 16..	Amedie Cecile.	Mate.	Papineauville, Que....	Ottawa.	4 00
891	do 16..	John B. Morehouse.....	do	St. John, N.B.	St. John.....	4 00
892	do 16..	Wm. Gordon Reicker. . . .	Master.....	do	do	8 00
893	do 16..	Charles Moody.....	Mate.	Vancouver, B.C.....	Victoria.....	4 00
894	Dec. 4..	George E. Jacobson.....	Master.....	Waubauskene, Ont.....	St. Catharines	8 00
895	do 4..	William John Strong.....	do	Port Elgin, Ont.....	do ..	8 00
896	do 4..	John Andrew Cates.....	do	Vancouver, B.C.....	Vancouver....	8 00
897	do 4..	Wm. Findlay.....	Mate.	Rosseau, Ont.	St. Catharines	4 00
898	do 4..	Ernest Taylor.....	do	Bracebridge, Ont.	do ..	4 00
899	do 28..	Alfred M. Wright.....	do	Collingwood, Ont.	Toronto	4 00
900	do 29..	Alexander A. Reppen.....	do	Victoria, B.C.....	Victoria.....	4 00

List of Certificates of Competency granted Masters and Mates, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1892.					\$ cts.
901	Dec. 29..	Chas. W. Henshaw.....	Mate.....	Port Carling, Ont.....	St. Catharines	4 00
902	do 29..	Robert Roberts.	Master.....	Departure, B.C.	Victoria.....	8 00
903	do 29..	Ethan Morris.....	do	Advocate Hbr., N.S....	St. John.....	8 00
904	do 29..	Prudent Bellisle.....	do	Deschambault, Que.....	Quebec.....	8 00
905	do 29..	Avery James Howes....	do	Sandridge, Ont.	St. Catharines	8 00
906	do 29..	George Guyer	do	Port Elgin, Ont.....	Southampton.	8 00

LIST of Certificates of Service granted to Masters and Mates of Inland and Coasting Vessels for the year ending 31st December, 1891.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
2846	Jan. 21..	George N. Shaw	Master.....	St. John, N.B	St. John.....	4 00
2847	Feb. 7..	Wm. J. Parsons	do	Halifax, N.S.....	Halifax.....	4 00
2848	do 7..	George J. Christie.....	do	Pictou, N.S.....	Pictou.....	4 00
2849	do 7..	David Malcom.....	do	Collingwood, Ont. ...	St. Catharines	4 00
2850	do 7..	Obed. Knowlton.....	do	Advocate Harbour, N.S.	Parrsboro'....	4 00
2851	do 18..	Angus G. Stanton	do	Picton, Ont.....	Ottawa.....	4 00
2852	do 18..	Wm. R. Dickson.....	do	St. John, N.B	St. John.....	4 00
2853	do 18..	Chipman G. Colwell.....	do	do	do	4 00
2854	do 18..	Robert P. Lister.....	do	do	do	4 00
2855	do 20..	William P. Holmes.....	do	Victoria, B.C.....	Victoria	4 00
2856	Mar. 4..	James A. Colwell.....	do	St. John, N.B	St. John.....	4 00
2857	do 4..	William D. McIntyre	do	do	do	4 00
2858	do 4..	Reuben G. Abbott	do	Lewis Head, N.S. ...	Shelburne ..	4 00
2859	do 4..	George McPherson.....	do	Pictou Landing, N.S....	Pictou.....	4 00
2860	do 4..	Hugh A. Holder.....	do	St. John, N.B	St. John	4 00
2861	do 4..	John W. Knowlton.....	do ..	Advocate Harbour, N.S.	Parrsboro'....	4 00
2862	do 12..	John Fertile.....	Mate.....	Bronte, Ont.....	Toronto	2 00
2863	do 12..	Robert Martin.....	Master.....	Sheet Harbour, N.S....	Halifax.....	4 00
2864	do 17..	Michael G. Terheme.....	do	New Westminster, B.C..	Victoria	4 00
2865	do 31..	Bernard Palmatier.	do	Picton, Ont.	Pictou.....	4 00
2866	Apr. 1..	James H. McLellan	do	Kempt Shore, N.S ..	Parrsboro'....	4 00
2867	do 1..	Duncan McDougall.....	Mate.....	Port Dalhousie, Ont....	St. Catharines	2 00
2868	do 1..	John Gilliam.....	do	Bronte, Ont	do ..	2 00
2869	do 1..	Cornelius Lynch.....	Master.....	Port Robinson, Ont.....	do ..	4 00
2870	do 10..	John Cragg	do	Dresden, Ont.....	do ..	4 00
2871	do 10..	Gideon Adams.....	do ..	Prescott, Ont.....	Ottawa.....	4 00
2872	do 10..	Thomas Foster.....	do	Pictou, N.S.....	Pictou.....	4 00
2873	do 10..	Jacob B. Stoddard..	Mate.	Mount Denison, N.S....	Halifax.	2 00
2874	do 10..	Gebhardist C. McHarg. ...	Master.....	St. John, N.B.....	St. John.....	4 00
2875	do 24..	James Ed. Hatfield.....	do	Port Greville, N.S.....	Parrsboro'... .	4 00
2876	do 24..	Michael Mullins.....	do ..	Belleville, Ont.....	Kingston.....	4 00

LIST of Certificates of Service granted to Masters and Mates—*Continued.*

Number of Cer- tificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					\$ cts.
2877	May 1..	Samuel Garrett.....	Master . . .	Smith's Falls, Ont.....	Ottawa.....	4 00
2878	do 1..	Wm. Harris.....	do . . .	Pictou, N.S.	Pictou.. . . .	4 00
2879	do 1..	Albert D. Clarke.....	do . . .	Victoria, B.C.....	Victoria . . .	4 00
2880	do 1..	Thomas E. Clark.....	do . . .	Sarnia, Ont.	St. Catharines	4 00
2881	do 4..	Isaac Townsend	do . . .	Louisburg, N.S.....	Halifax... . .	4 00
2882	do 12..	William E. Cornwall....	Mate.....	Toronto, Ont.....	St. Catharines	2 00
2883	do 21..	William McGannon.....	Master.....	Prescott, Ont.....	Ottawa.....	4 00
2884	do 29..	Charles Hansen.....	do . . .	Guysboro', N.S....	Halifax.....	4 00
2885	do 29..	Angus McAulay	do . . .	Southampton, Ont . . .	St. Catharines	4 00
2886	do 29..	Walter Minaker.....	do . . .	Milford, Ont.. . . .	Ottawa.....	4 00
2887	June 1..	Francis A. Smith.....	do . . .	Newellton, N.S.....	do	4 00
2888	do 1..	Wm. Blackburn	do . . .	Chicoutimi, Que	Quebec.....	4 00
2889	do 12..	Michael McGivan	do . . .	Cobourg, Ont.	Ottawa.....	4 00
2890	July 8..	Francis G. Rudolph	do . . .	Halifax, N.S.....	Halifax	4 00
2890½	June 16..	James W. Rogers.....	do . . .	New Westminster, B.C..	Victoria	4 00
2891	do 16..	John H. Conlon.....	do . . .	Walton, N.S.	Halifax.....	4 00
2892	do 19..	John Bonar	do . . .	Belleville, Ont.....	Ottawa.	4 00
2893	July 13..	Francis Lauzon.....	do . . .	Chippawa, Ont.	St. Catharines	4 00
2894	do 13..	Archibald McDonald.....	do . . .	Bronte, Ont	do	4 00
2895	do 13..	Philip Farrington.....	do . . .	Pictou, Ont.....	Ottawa.....	4 00
2896	Aug. 3..	Thomas W. Boyne.....	do . . .	St. Catharines, Ont.. .	St. Catharines	4 00
2897	do 25..	Thomas Kimmitt.....	do . . .	do	do	4 00
2898	do 25..	Horatio N. Babbitt.....	do . . .	Kingston, Ont.....	Kingston.. . .	4 00
2899	do 25..	Thos. Sadler	do . . .	Lindsay, Ont.....	do	4 00
2900	do 25..	Jonas Bergman.....	do . . .	Selkirk, Man.....	Winnipeg....	4 00
2901	do 25..	Frank R. Barnhart.....	Mate.....	Deseronto, Ont.....	Kingston.....	2 00
2902	do 25..	Jonathan Keneer.....	Master.....	Lindsay, Ont.....	do	4 00
2903	Sept. 11..	Charles A. Thompson.....	do . . .	Ottawa, Ont.....	Ottawa.....	4 00
2904	do 11..	Lochlan McCallum	do . . .	Carleton Place, Ont....	do	4 00
2905	do 28..	Mark H. Bonnell.....	do . . .	Hopefield, P.E.I.....	Halifax.....	4 00
2906	do 28..	Oliver Latour	do . . .	Kippawa, Que	Ottawa.....	4 00
2907	do 28..	Peter Jas. Shaw.....	Mate.....	Lakeport, N.S.....	Kingston.....	2 00

LIST of Certificates of Service granted to Masters and Mates—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was Passed.	Fee.
	1891.					
2908	Sept. 28..	John Moore.....	Master.....	Carleton Place, Ont.	Kingston.....	4 00
2909	Oct. 26..	Ainsworth Sturton.....	do	Chicoutimi, Que	Quebec.....	4 00
2910	do 26..	Chas. Ed. Redden.....	Mate.....	Windsor, N.S.....	Halifax.....	2 00
2911	do 26..	John E. Inch.....	Master.....	Bruce Mines, Ont.....	St. Catharines	4 00
2912	do 26..	Ed. A. Foreshow.....	do	Cook's Mills, Ont.....	do ..	4 00
2913	do 26..	Alex. McDonald.....	do	Uptergrove, Ont.....	do ..	4 00
2914	do 26..	Albert Ballerwell.....	do ..	Parrsboro', N.S.....	Halifax.....	4 00
2915	Nov. 16..	George Dubuc.....	do	Penetanguishene, Ont...	St. Catharines	4 00
2916	do 19..	Joseph A. Haws.....	do	Parrsboro', N.S.....	Parrsboro'....	4 00
2917	Dec. 4..	Charles Vessaire.. ..	do	Thessalon, Ont.....	St. Catharines	4 00
2918	do 4..	Andrew J. Jeffry.....	do	Stratford, Ont.....	do ..	4 00
2919	do 4..	Lawrence McGrath.....	Mate.....	Parrsboro', N.S.....	Halifax.....	2 00

LIST of Certificates of Competency and Service which have been cancelled or suspended during the year 1891.

Number of Certificate.	Name.	Grade.	Cause of Cancellation or Suspension.	Date of Cancellation or Suspension.
1890.				
2140	Joseph Frère.....	Mate.....	Passed for higher grade.....	Dec. 10.
2605	Fraser Hunter.....	do.....	Passed.....	do 15.
2599	F. M. Cosman.....	do.....	Passed.....	do 18.
1891.				
2708	John Pratt.....	2nd mate..	.....	Jan. 12.
2448	Richard J. Warner.....	Mate.....	.....	do 12.
2601	Frederick Wm. Blauvelt.....	do.....	.....	do 28.
1410	John W. Baxter.....	Master.....	.....	Feb. 6.
2482	Wm. Salisbury.....	Mate.....	.....	do 6.
2827	Arthur E. Morgan.....	do.....	Died.....	do 9.
2214	Albert J. Smith.....	do.....	Passed for higher grade.....	do 17.
2381	Wm. Henry Carson.....	do.....	.....	do 17.
2422	James S. Osborne.....	do.....	.....	do 17.
2668	Patrick E. McMurray.....	do.....	.....	do 17.
844	John W. Knowlton.....	do.....	.....	do 17.
2614	Hector Campbell.....	do.....	.....	do 27.
2560	Lloyd D. Vance.....	do.....	.....	do 27.
2713	Frank B. Baker.....	do.....	.....	do 27.
2676	Joseph Monteith.....	do.....	.....	do 27.
72	Edmond Larochele.....	Master.....	Suspended 12 months from.....	Jan. 27.
2590	Edmund Mathuring.....	Mate.....	do do (Loss of "Napoléon.")	do 27.
2724	Nelson A. Withers.....	do.....	Passed for higher grade.....	Mar. 27.
2543	Wm. F. Spurr.....	do.....	do do.....	do 27.
2644	J. A. Moonney.....	do.....	do do.....	April 27.
2635	John Jos. Campbell.....	do.....	do do.....	do 27.
2266	Jacob Cummings.....	do.....	do do.....	do 27.
643	W. H. Larken.....	Master.....	Died at sea.....	.....
2636	Alex. Thompson.....	Mate.....	Passed for higher grade.....	.....
1985	Hugh N. McCully.....	Master.....	Died.....	Mar. 16.
2855	Joseph Delisle.....	2nd mate..	Passed for higher grade.....	June 16.
2693	James Byres Kehoe.....	Mate.....	.....	do 3.
2735	James Dollar.....	do.....	.....	do 3.
2606	James Lombard.....	do.....	.....	do 3.
2583	Geo. R. Vickery.....	do.....	.....	do 26.
1727	Hy. A. Smith.....	do.....	.....	.....
1321	James T. O'Neil.....	do.....	.....	do 29.
2695	Frederick N. Malcolm.....	do.....	.....	July 2.
2723	James Wm. M. Hamilton.....	do.....	.....	Aug. 12.
2725	W. Hy. Coonan.....	do.....	.....	.....
2661	James W. McKenzie.....	do.....	.....	.....
2640	Charles D. Bowers.....	do.....	.....	Sept. 2.
2503	Albert Mailman.....	do.....	.....	.....
2728	Amos Davison.....	do.....	.....	.....
2941	Charles T. Porter.....	do.....	.....	do 12.
2746	Thomas Kyffin.....	do.....	.....	.....
2747	David S. Doty.....	do.....	.....	do 23.
2567	Henry Nickerson.....	do.....	.....	.....
2539	Henry E. Newman.....	do.....	.....	Oct. 16.
2667	Raymond L. Holder.....	.....	Passed for higher grade.....	do 16.
2666	J. E. G. Letson.....	.....	.....	.....
1016	John A. Chapman.....	Master.....	Certificate suspended 12 mos. from.....	May 7.
2743	John C. Amberman.....	Mate.....	Passed for a higher grade.....	Oct. —
2402	Peter Leblanc.....	do.....	.....	Nov. —
2738	Wm. Caddell.....	do.....	.....	.....
2778	Charles Cox Graham.....	do.....	.....	.....
2767	Albert Lockett.....	do.....	.....	Dec. —

APPENDIX No. 17.

REPORT OF THE HARBOUR COMMISSIONERS OF MONTREAL.

MONTREAL, 16th February, 1892.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Honourable the Minister of Marine and Fisheries, statement of the general receipts and disbursements of the trust for the year ended 31st December, 1891.

The revenue from wharfage dues and rentals shows a slight decrease from that of 1890, namely, of \$2,330.39, or less than 1 per cent.

From the harbour master's report it will be seen that there was an increase in the tonnage of ocean vessels, as also of inland vessels, over that of 1890, and that the amount of each class, as also of the total tonnage, was larger than in any previous year.

During the last Session of Parliament an Act was passed which amended the Harbour Commissioners' Acts in respect of the election by the shipping interest of their representative on the commission.

Under this, 54-55 Vic., chap. 53, the qualification for voting is based on the tonnage consigned to the several owners, or agents, instead of on tonnage dues, which were abolished in 1888.

The first election under the new Act will be held on the 1st August, 1892.

By the same Act the commissioners were given power to borrow one million dollars for the improvement of the harbour, in addition to their former powers.

During the year a set of seventeen charts of the river from Montreal to the Platon, 35 miles above Quebec, was published, which should be of great value to navigators, showing as they do all the lighthouses, beacons and buoys, as well as the shoals, along the channel.

It has been decided that the set will be sold for the sum of three dollars.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

From Department of Railways and Canals, rental of its offices in harbour building.....	1,250 00	Harbour plant, steam launch, shaping machine, &c. (see <i>contra</i> for credit).....	1,245 50
From Marine Department, rental of Steamboat Inspectors office in harbour building.....	250 00	Harbour plant, new spoon dredge, No. 1, additional expenditure on.....	19,209 56
From John Lee & Co., rental of part of harbour yard.....	250 00	Harbour plant, new floating shop, No. 1, additional expenditure on.....	2,535 69
Rich. and Ont. Navigation Co., altering slips in wharf (act. harbour repairs).....	25 85	Harbour of Montreal, four new float scows, cost of.....	9,936 93
From Bank of Montreal, interest on deposits (act. harbour interest).....	1,538 62	Harbour of Montreal, macadamizing sections 36-39.....	4,985 51
From estate Craig & Sons, interest on electric light plant (act. harbour interest).....	100 33	Harbour of Montreal, Denonville St. ramp, construction of.....	19,324 84
From one purchaser, accrued interest on \$10,000 of bonds (act. harbour interest).....	49 31	Chart account, drawing and lithographing set of ship channel charts.....	1,600 00
For act. harbour expenses, refund of taxes (\$44.25) and old carpet sold (\$2.50).....	46 75	Montreal Decayed Pilot Fund, pensions to old pilots and widows.....	33.39
For act. printing, stationery, &c., postage on pensions, &c., (\$6.39) and pilotage documents copied (\$2.00).....	8 39	Montreal Decayed Pilot Fund, for audit of fund for 1890, postage, &c.....	4,319 21
From 4 pilots and 2 apprentices, fee for their licenses (act. pilotage expenses).....	50 00	Disbursements on capital account.....	188,496 81
From City of Montreal, for dredging sewage deposit from Elgin Basin (act. harbour dredging).....	1,237 50	Disbursements on revenue account.....	202,737 35
From City of Montreal, on account of work on guard pier, (act. harbour enlargement works).....	.....	Total disbursements.....	391,234 16
From Guilbault Bros., old floating shop sold them (act. harbour plant).....	.....	<i>Balance at 31st December, 1891:—</i>	
For act. harbour dredging, sundry old material sold and work performed.....	.....	Deposits in Bank of Montreal.....	\$ 91,206 00
From estate Craig & Sons, and Drummond-Clarkson syndicate, on account of purchase of electric light plant.....	.....	Cash on hand.....	2,068 15
From sundry purchasers, for 4 per cent harbour debentures sold at par.....	.....	Sundry accounts due for wharf rentals, &c.....	\$ 4,614 44
For Montreal Decayed Pilot Fund, 5 per cent on pilots' earnings.....	.....	Less—Coupons outstanding.....	642 50
For Montreal Decayed Pilot Fund, interest on investments and on cash in Bank.....	.....	Value of stores on hand.....	3,971 94
	.....		5,541 29
	.....	<i>Montreal Decayed Pilot Fund (held in trust for:—</i>	102,817 38
	.....	Montreal Harbour debentures.....	\$42,000 00
	.....	City of Montreal Consolidated Fund.....	5,000 00
	.....	Cash in Montreal City and District Savings Bank at interest.....	49,119 20
	.....		2,119 20
Balance and receipts on capital account.....	.....		151,936 58
Receipts on revenue account.....	.....		543,170 74

ALEX. ROBERTSON, Secretary.

MONTREAL, 16th February, 1892.
Verified—RIDDELL & COMMON, Auditors.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,

MONTREAL, 23rd January, 1892.

SIR,—By direction of the Harbour Commissioners of Montreal, I transmit you herewith a copy of the Harbour Master's report for the year 1891, with five comparative statements for the past ten years, and a statement showing the nationality of the vessels which arrived in the harbour during 1891, six in all.

I have the honour to be, sir,

Your obedient servant,

ALEXANDER ROBERTSON,

Secretary.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL
FOR THE YEAR 1891.

CAPTAIN THOMAS HOWARD, HARBOUR MASTER.

HARBOUR COMMISSIONERS OF MONTREAL,
HARBOUR MASTER'S OFFICE,

MONTREAL, 5th January, 1892.

ALEXANDER ROBERTSON, Esq.,

Secretary, Harbour Commissioners of Montreal.

SIR,—For the information of the Board of Harbour Commissioners I beg to submit the following as my annual report for the year 1891, with comparative statements showing the number, tonnage, classification, nationality, greatest number of vessels in port at one time, number and tonnage of sea-going vessels consigned to the different agents, with statements showing the number and tonnage of inland vessels and the greatest number in port at one time during the past ten years.

Seven hundred and twenty-five (725) sea-going vessels arrived in the harbour during the season of the aggregate tonnage of 938,657 tons; of this tonnage 60,694 tons passed into the canal as against 69,816 in 1890, showing a decrease of 9,122 tons in tonnage into the canal, but an increase of 17,447 tons into the harbour from sea, as compared with the year 1890. Of these vessels 620 were built of iron of an aggregate tonnage of 898,962 tons, and 105 of wood of an aggregate tonnage of 39,695 tons. Of inland vessels there arrived in port 5,268 of an aggregate tonnage of 1,119,484 tons, showing an increase of 106 vessels and in tonnage 152,525 tons; and a total of 5,993 vessels of all classes, and 2,058,141 tons in tonnage, showing an increase of tonnage of vessels of all classes of 160,850 tons. Some of the principal items of exports and imports during the season were:

EXPORTS.

Lumber.—There were shipped to the United Kingdom 108,636,320 feet, showing a decrease of 70,670,540 feet from the previous year. Of this lumber 103,781,486 feet were shipped from the harbour and 4,854,834 feet from the canal. This great decrease is in a great measure due to the scarcity of tonnage in the fall, and the continuance of political troubles in South America has for the present stopped the shipment of lumber to that country.

Phosphate.—There were shipped 14,735 tons, showing a decrease of 8,853 tons, as compared with 1890.

Grain.—There were shipped 6,136,996 bushels of wheat ; 2,194,811 of corn ; 2,000,468 of peas ; 778,920 of oats ; 814,382 of barley ; 2,253,460 of rye ; making a total of 14,179,037 bushels, and an increase of 5,369,098 bushels over the previous year.

Flour.—There were shipped in bags and barrels equal to 722,388 barrels, showing an increase of 275,257 barrels over the previous year.

Cheese.—There were shipped 1,349,993 boxes, showing a decrease of 19,375 boxes.

Apples.—There were shipped 306,935 barrels, showing an increase of 146,341 barrels over the previous year.

Cattle and Sheep.—Cattle shipped, 108,947 head and 32,157 sheep, showing a decrease of 10,631 head of cattle and a decrease of 10,978 sheep.

IMPORTS.

Coal.—We had from Great Britain 18,713 tons, showing an increase of 1,834 tons ; from the United States 184,421 tons, showing an increase of 2,810 tons ; making a total of 203,134 tons. From the Maritime Provinces 504,552 tons, showing an increase of 59,102 tons ; and a grand total of 707,686 tons, and an increase over the previous year of 53,746 tons ; of this coal 581,842 tons were discharged in the harbour and 125,844 tons in the canal.

Cement.—We had 134,331 barrels, showing an increase of 59,102 barrels over the previous year.

Scrap Iron.—We had discharged in the harbour 16,153 tons, showing a decrease of 11,847 tons from the previous year.

HARBOUR IMPROVEMENTS.

The extension of the wharves at Hochelaga was well pushed forward during the season. The new ramp is a great accommodation to those engaged in the coal trade. The wharves and roads were kept in good repair during the season.

THOMAS HOWARD,

Harbour Master.

Certified,

ALEXANDER ROBERTSON,

Secretary.

WEATHER REPORT.

January.

1st.—East wind ; temp. 4 above zero ; good ice and good roads. 7 p.m., rain ; temp. 38 above ; great change in weather.

2nd.—Rain this morning ; south wind ; temp. 40 above.

3rd.—Delightful morning ; north-west wind ; temp., 7 a.m., 8 above zero.

4th.—Fine weather ; east wind ; temp. zero.

5th.—East wind ; temp. 10 above.

6th.—Snow this morning ; north wind ; temp. 17 above.

7th.—Fine morning ; north wind ; temp. 23 above.

8th.—North-west wind ; temp. 10 above ; delightful weather.

9th.—West wind ; temp. 10 above ; fine.

10th.—West wind ; temp. 20 above ; overcast.

11th.—Temp. 20 above ; west wind. 4 p.m., snow storm.

12th.—North-west wind ; temp. 30 ; snow and rain. 9 p.m., temp. 10 above zero.

13th.—North-west wind ; temp. zero ; blowing fresh. 8 p.m., 3 below zero.

14th.—East wind ; snowing ; 8 a.m., temp. 7 below zero.

15th.—Fine morning ; south-west wind ; 8 a.m., temp. 4 below zero.

16th.—Fine and clear ; east wind ; temp., 8 a.m., 7 below zero.

17th.—East wind ; temp., 8 a.m., 12 below ; clear weather.

18th.—Fine day ; temp. 20 above ; west wind.

19th.—East wind ; temp. 16 above.

20th.—East wind ; temp. 16 above ; fine day.

21st.—Fine weather ; temp. 17 above.

22nd.—Snow and rain ; temp. 26 above.

23rd.—Fine morning ; temp. 30 above.

24th.—Fine weather ; temp. 31 above ; west wind.

25th.—Temp. 32 above ; south wind.

26th.—Snowing ; temp. 20 above ; west wind.

27th.—West wind ; temp. 18 above.

28th.—Raining ; temp. 15 ; south wind.

29th.—Cloudy weather ; temp. 30 ; west wind.

30th.—Weather fine ; temp. 25 ; south-east wind.

31st.—Fine day ; temp. 20 ; east wind.

[February.]

- 1st.—Mild and snowing; temp. 30; east wind.
 2nd.—Fine and cold; temp. 10 above; west wind.
 3rd.—Rain all day; temp. 30; west wind.
 4th.—Cold; temp. 6 below; west wind.
 5th.—Very cold; snow in the afternoon; temp. 14 below; west wind.
 6th.—Rain and snow; temp. 8 above; west wind.
 7th.—Fine weather; temp. 20 above; snowing; west wind.
 8th.—Snow all day; temp. 15 above; east wind.
 9th.—Cloudy weather; temp. 15 above; east wind.
 10th.—Thawing to-day; temp. 35; west wind.
 11th.—Fine weather; temp. 15; west wind.
 12th.—Temp. 20 above; north-east wind.
 13th.—Fine weather; temp. 18 above; east wind.
 14th.—Cold morning; 6 below; north-east wind.
 15th.—Fine weather; temp. 18; west wind.
 16th.—Rain; temp. 40; west wind.
 17th.—Fine morning; temp. 15 above zero; north-east wind.
 18th.—Temp. 32 above; west wind.
 19th.—Fine weather; temp. 12 above; west wind.
 20th.—North-east wind; temp. 15 above.
 21st.—Rain; temp. 32; south wind.
 22nd.—Fine clear morning; west wind; temp. 27 above.
 23rd.—Temp. 12 above; fine weather.
 24th.—South-west wind; temp. 30 above; fine.
 25th.—Rain; south-west wind; temp. 42.
 26th.—Fine weather; temp. 14 above; south wind.
 27th.—Temp. 20 above; north wind; fine day.
 28th.—South wind; temp. 19 above; fine.

March.

- 1st.—Temp. 6 above; north wind.
 2nd.—North wind; temp. 7 above.
 3rd.—East wind; temp. 9 above; fine morning.
 4th.—Temp. 24 above; snow storm; south-east wind.
 5th.—Temp. 29 above; north-west wind; fine morning; great quantity of snow.
 6th.—Fine morning; north-west wind; temp. 20 above.
 7th.—East wind; temp. 15 above; fine clear morning.
 8th.—Temp. 27 above; west wind.
 9th.—Rain all day; south-west wind; temp. 35 above.
 10th.—Fine clear morning; west wind; temp. 20 above.
 11th.—South-west wind; temp. 38; fine morning.
 12th.—South-west wind; temp. 40; rain this morning.
 13th.—South-east wind; temp. 41; dark and rain.
 14th.—West wind blowing a gale; temp. 28 above; snow during the night.
 15th.—Fine day; west wind; temp. 18 above.
 16th.—West wind; temp. 26 above.
 17th.—Fine clear morning; west wind; temp. 10 above.
 18th.—South-west wind; temp. 28 above; snowing.
 19th.—East wind; temp. 8 above; clear and cold; splendid sleighing.
 20th.—East wind; fine morning; temp. 10 above.
 21st.—East wind; temp. 28 above; fine.

- 22nd.—Fine day; west wind; temp. 40.
 23rd.—West wind; temp. 45.
 24th.—West wind; temp. 40; snow going fast; sleighing bad.
 25th.—Fine day; east wind; temp. 28.
 26th.—East wind; temp. 20.
 27th.—Fine and sunshine; north-east wind; temp. 32 above.
 28th.—East wind; temp. 30; fine morning.
 29th.—Fine and sunshine; west wind; temp. 29.
 30th.—East wind; temp. 30; fine.
 31st.—Temp. 30; fine weather; east wind.

April.

- 1st.—Fine and sunshine; temp. 30; north-east wind.
 2nd.—Dark morning; south-west wind; temp. 34; ice breaking up in the harbour; river clear at Sorel.
 3rd.—South-east wind; temp. 40; snow and rain at 2 p.m.; snow storm. At 5 p.m. water rose and ice moved in the harbour; water, 30 feet 6 inches.
 4th.—Temp. 35; north wind; clearing up.
 5th.—Cold west wind; temp. 25 at 7 a.m.
 6th.—West wind; temp. 28.
 7th.—Temp. 40; north-west wind.
 8th.—Temp. 27; north wind.
 9th.—Temp. 40; fine and clear.
 10th.—North-east wind; temp. 40; at 1 p.m. ice shoved in the harbour; water 33 feet 7 inches.
 11th.—South-west wind; temp. 45; rain.
 12th.—Temp. 45; rain during the day.
 13th.—Ice cleared in the harbour last night in front of the city; temp. 46.
 14th.—Temp. 45; east wind; water going down.
 15th.—Rain; cold east wind; temp. 37; water clear of docks.
 16th.—North-west wind; temp. 40.
 17th.—Fine and bright morning; west wind; temp. 50.
 18th.—West wind; temp. 50; steamer "La-prairie" arrived this morning from Boucherville; first arrival; raining.
 19th.—West wind; temp. 60; very fine.
 20th.—East wind; temp. 45.
 21st.—Fine day; temp. 45.
 22nd.—Temp. 50; east wind.
 23rd.—Temp. 40; north-east wind; ice moved at Cap Rouge at — a.m.; s.s. "Polino" left for lower provinces this morning.
 24th.—Temp. 40; fine day; north-east wind.
 25th.—Snow this morning; temp. 45; steamer "Canada First," R. & O. N. Co., boat for Quebec.
 26th.—North-west wind; temp. 40.
 27th.—South wind; temp. 55; at 3.30 p.m., s.s. "Charrington" arrived; first arrival from sea this season.
 27th.—Lachine Canal opened for navigation; west wind; temp. 38.
 28th.—West wind; temp. 35; steamer "Fildgate" arrived, 10 a.m.; first boat down the Lachine Rapids.
 30th.—Temp. 50; west wind; 5 p.m., first raft of the season from Garden Island passed down.

May.

- 1st.—Temp. 50; south-west wind; fine clear morning.
 2nd.—West wind; temp. 50.
 3rd.—Rain this morning; temp. 50; west wind.
 4th.—West wind; temp. 48; rain.
 5th.—Frost last night; north-west wind.
 6th.—Temp. 45; north-west wind.
 7th.—Fine and clear; temp. 45; north wind.

8th.—Dark morning; temp. 50; north-west wind.

9th.—Temp. 50; south wind.

10th.—West wind; temp. 82; west wind.

11th.—East wind; temp. 48; dark morning.

12th.—Temp. 50; east wind.

13th.—East wind; temp. 50; fine morning.

14th.—Temp. 50; east wind.

15th.—East wind; temp. 50.

16th.—South wind; temp. 60; rain this morning.

17th.—Frost last night; temp. at 10 a.m., 45.

18th.—West wind; temp. 50.

19th.—Temp. 50; west wind.

20th.—Temp. 50; west wind.

21st.—Dark morning; temp. 60; west wind.

22nd.—Temp. 60; east wind; blowing hard.

23rd.—North-east wind; temp. 45.

24th.—Frost last night; temp. 50 at noon; fine day.

25th.—West wind; temp. 55.

26th.—Rain last night; north-east wind; temp. 47.

27th.—North-east wind; temp. at 9 a.m., 44; frost last night.

28th.—South-west wind; temp. 60.

29th.—Fine morning; temp. 60; south-west wind.

30th.—Temp. 66; south-west wind.

31st.—West wind; temp. 70.

June.

1st.—Temp. 70; south wind.

2nd.—North-east wind; temp. 55.

3rd.—East wind; temp. 53; rain.

4th.—North-east wind; temp. 50.

5th.—West wind; temp. 55.

6th.—East wind; temp. 55.

7th.—West wind; temp. 65.

8th.—West wind; temp. 65.

9th.—West wind; temp. 68; smoke on the river.

10th.—South-west wind; temp. 80.

11th.—Temp. 80; west wind; 5 p.m., rain storm.

12th.—West wind; temp. 70.

13th.—Temp. 70; west wind.

14th.—Temp. 70; west wind.

15th.—North-west wind; temp. 75.

16th.—West wind; temp. 75; at 2 p.m., temp. 88; rain storm.

16th.—Temp. 68; east wind.

17th.—Temp. 68; east wind.

18th.—East wind; temp. 68.

19th.—Temp. 70; west wind.

20th.—Temp. 70; south-west wind.

21st.—South-west wind; temp. at noon, 90.

22nd.—Rain this morning; temp. 73; south wind.

23rd.—Temp. 75; west wind.

24th.—North-west wind; temp. 63.

25th.—Temp. 70; south-west wind.

26th.—North-west wind; temp. 70.

27th.—East wind; temp. 65.

28th.—Temp. 75; east wind.

29th.—East wind; temp. 70.

30th.—Fine weather; temp. 70; east wind.

July.

1st.—Temp. 70; south wind.

2nd.—Rain all day; temp. 70; south-west wind.

3rd.—Temp. 65; south-west wind.

4th.—Rain this morning; temp. 65; south-west wind.

5th.—Temp. 60; south-west wind.

6th.—Temp. 55; showers during the night; south-west wind.

7th.—Temp. 65; west wind.

8th.—North-west wind; temp. 65; rain last night.

9th.—East wind; temp. 75.

10th.—South-west wind; temp. 75.

11th.—North-west wind; temp. 70.

12th.—Temp. 80; west wind.

13th.—West wind; temp. at 4 p.m., 86 in the shade.

14th.—South wind; showers this morning; temp. 80.

15th.—Rain this morning; temp. 82; south-west wind.

16th.—Temp. 70; west wind; fine weather.

17th.—West wind; temp. 69.

18th.—Temp. 80; west wind.

19th.—Rain all night; temp. 75; west wind.

20th.—South-west wind; temp. 62.

21st.—Temp. 64; west wind.

22nd.—Temp. 70; south-west wind.

23rd.—Temp. 75; south-west wind.

24th.—Rain this morning; temp. 65.

25th.—Temp. 65; south-west wind.

26th.—Temp. 65; north wind.

27th.—Temp. 62; west wind.

28th.—Temp. 60; west wind.

29th.—Rain all afternoon; temp. 70.

30th.—South-west wind; temp. 70.

31st.—West wind; temp. 52.

August.

1st.—South wind; temp. 65.

2nd.—Temp. 66; north-west wind.

3rd.—Temp. 70; north-west wind.

4th.—Temp. 65; east wind.

5th.—West wind; temp. 70.

6th.—Temp. 75; west wind.

7th.—West wind; temp. 75.

8th.—South wind; temp. 75.

9th.—Temp. 80; west wind.

10th.—West wind; temp. 80.

11th.—Temp. 80 to 92; rain all night.

12th.—North-west wind; temp. 76.

13th.—Rain last night; temp. 70.

14th.—North-west wind; temp. 80.

15th.—South-east wind; temp. 70.

16th.—Temp. 70; west wind; fine weather.

17th.—West wind; temp. 69.

18th.—Temp. 80; west wind.

19th.—Rain all night; temp. 65; west wind.

20th.—South-west wind; temp. 70.

21st.—Temp. 64; west wind.

22nd.—Temp. 70; south-west wind.

23rd.—Temp. 75; south-west wind.

24th.—Rain this morning; temp. 65.

25th.—Temp. 65; south-west wind.

26th.—Temp. 65; north wind.

27th.—Temp. 62; west wind.

28th.—Temp. 73; west wind.

29th.—South-west wind; temp. 55.

30th.—Rain all afternoon; temp. 70; west wind.

31st.—West wind; temp. 63.

September.

1st.—At 7 a.m., rain storm; 9 a.m., fine; temp. 65; west wind.

2nd.—Temp. 65; west wind; fine.

3rd.—South-west wind; temp. 70.

4th.—Rain; temp. 70; north-west wind.

5th.—East wind; temp. 58.

6th.—South-west wind; temp. 65.

7th.—North-east wind; temp. 65.

8th.—Temp. 60; north wind.

9th.—Temp. 49; west wind.

10th.—Temp. 65; west wind.

11th.—West wind; temp. 65.

12th.—Temp. 68; west wind.
 13th.—Temp. 72; west wind.
 14th.—North-west wind; temp. 72.
 15th.—Temp. 50; north-west wind.
 16th.—North-west wind; temp. 60.
 17th.—South-west wind; temp. 70.
 18th.—Temp. 74; west wind.
 19th.—Temp. 60; west wind.
 20th.—Temp. 70; west wind.
 21st.—South-west wind; temp. 65.
 22nd.—East wind; temp. 60.
 23rd.—Temp. 70; north-west wind.
 24th.—West wind; temp. 70 to 80.
 25th.—Temp. 80; west wind.
 26th.—North-west wind; temp. 70.
 27th.—West wind; temp. 75.
 28th.—South-west wind; temp. 70.
 29th.—West wind; temp. 75.
 30th.—North wind; temp. 48.

October.

1st.—Temp. 51; west wind.
 2nd.—West wind; temp. 60; fine weather.
 3rd.—West wind; temp. 66.
 4th.—West wind; temp. 75; at 3 p.m., temp. 82.
 5th.—Temp. 63; west wind.
 6th.—North-west wind; temp. 45.
 7th.—Rain; north-east wind; temp. 45.
 8th.—Temp. 45; frost last night.
 9th.—Frost last night; temp. 50 at 8 a.m.
 10th.—West wind; temp. 55.
 11th.—Frost last night; north wind; temp. 40;
 snow this morning.
 12th.—Frost; temp. this morning, 44; north
 wind.
 13th.—Temp. 40; north-east wind.
 14th.—Rain; temp. 50; south-west wind.
 15th.—Temp. 55; south wind.
 16th.—North-west wind; temp. 55.
 17th.—Temp. 45; north-west wind.
 18th.—Temp. 55; west wind.
 19th.—Temp. 45; west wind.
 20th.—Temp. 44; east wind; rain storm.
 21st.—West wind; temp. 48.
 22nd.—Temp. 45; west wind.
 23rd.—Frost last night; temp. 40.
 24th.—North-west wind; temp. 42.
 25th.—Temp. 30; frost last night; west wind.
 26th.—South wind; temp. 45.
 27th.—North-west wind; temp. 45; rain.
 28th.—Frost last night; temp. 30; north wind.
 29th.—West wind; temp. 37.
 30th.—Frost last night at 9 a.m.; temp. 40 at
 10 p.m.; thunderstorm.
 31st.—West wind; temp. 50.

November.

1st.—Rain this morning; west wind; temp. 40.
 2nd.—Frost last night; temp. 35.
 3rd.—North-west wind; temp. 32.
 4th.—Temp. 30; west wind.
 5th.—East wind; temp. 30.
 6th.—Temp. 30; east wind.
 7th.—Temp. 28; east wind.
 8th.—West wind; temp. 50.
 9th.—South wind; temp. 37.
 10th.—West wind; temp. 47.

11th.—Rain; south-west wind; temp. 55.
 12th.—Temp. 48; south-west wind.
 13th.—West wind; temp. 48.
 14th.—North-west wind; temp. 35.
 15th.—Temp. 32; west wind.
 16th.—South-west wind; temp. 42.
 17th.—Rain last night; temp. 55; south wind.
 18th.—North wind; temp. 28.
 19th.—Temp. 27; south-west wind.
 20th.—Temp. 25; south wind.
 21st.—Temp. 44; south-west wind.
 22nd.—Temp. 50; south-west wind; rain.
 23rd.—Temp. 52; south-west wind.
 24th.—Rain all night; temp. 45.
 25th.—Temp. 38; south-west wind; snowing.
 26th.—Temp. 27; s.s. "Greetlands" left port
 this morning—last sea-going vessel of the season.
 27th.—Temp. 42; west wind.
 28th.—North-east wind; temp. 20; snow last
 night.
 30th.—Temp. at 8 a.m., 8 above zero.

December.

1st.—West wind; temp. 30 above.
 2nd.—West wind; temp. 34.
 3rd.—Temp. 40; west wind.
 4th.—South-west wind; temp. 42.
 5th.—Temp. 42; west wind.
 6th.—South-west wind; temp. 30.
 7th.—Temp. 30; west wind.
 8th.—Snow all gone; west wind; temp. 38.
 9th.—West wind; temp. 36.
 10th.—Temp. 30; west wind.
 11th.—Temp. 38; west wind.
 12th.—South-west wind; temp. 40.
 13th.—West wind; temp. 40.
 14th.—North-west wind; temp. 35.
 15th.—East wind; temp. 22 at 2 p.m.; snow
 storm.
 16th.—Temp. 26; snow and rain; sleighing
 this morning.
 17th.—Temp. at 8 a.m., 4 below zero; good
 sleighing; steamer "Hochelaga" went to winter
 quarters; close of navigation.
 18th.—Temp. 10 above zero; west wind.
 19th.—Temp. 30; fine day.
 20th.—Fine morning; temp. 25; east wind.
 21st.—Temp. 25; east wind.
 22nd.—West wind; temp. 33; dark morning.
 23rd.—Dark morning; west wind; temp. 45;
 sleighing all gone; rain this morning.
 24th.—Temp. 32; dark and foggy; west wind.
 25th.—Xmas day; east wind; temp. 36; dark
 weather.
 26th.—South-west wind; temp. 45; rain.
 27th.—Fine clear morning; temp. 30; west
 wind.
 28th.—North-east wind; temp. 15; clear morn-
 ing.
 29th.—South-west wind; temp. 33; blowing
 hard.
 30th.—West wind; dark morning; temp. 36;
 blowing hard at 2 p.m.; much colder.
 31st.—North-west wind; temp. at 7 a.m., zero;
 fine, clear and sunshiny morning; no appearance
 of snow; roads as dry as in midsummer; no ice on
 the river.

(Signed)

THOMAS HOWARD,
Harbour Master.

Certified,

ALEXANDER ROBERTSON,
Secretary.

PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in port during the season of 1891 that were navigated by 23,907 seamen.

Nationality.	Number of Vessels.	Tonnage.
British...	684	887,092
Norwegian...	5	4,814
German...	20	34,409
American...	11	6,445
French...	1	900
Dutch...	2	2,834
Italian...	1	872
Spanish...	1	1,291
Total...	725	938,657

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Inland Vessels that arrived in port the past ten years, with the greatest number in port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest number in Port at one time.	
1882...	5,947	848,780	190	Sept. 29
1883...	5,477	764,721	174	do 5
1884...	4,808	726,015	161	July 9
1885...	5,003	724,975	142	Oct. 1
1886...	5,521	809,819	178	Aug. 25
1887...	5,367	791,452	189	May 31
1888...	5,500	863,014	163	Aug. 14
1889...	5,847	1,069,709	187	do 15
1890...	5,162	966,959	167	Oct. 20
1891...	5,268	1,119,484	151	Sept. 7

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first arrival from sea, and last departure for sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1882.	April 11.	Dec. 9.	May 6.	Nov. 21.
1883.	do 27.	do 16.	do 5.	do 20.
1884.	do 22.	do 18.	do 2.	do 20.
1885.	May 5.	do 7.	do 8.	do 20.
1886.	April 24.	do 4.	April 30.	do 25.
1887.	May 1.	do 23.	May 3.	do 28.
1888.	April 29.	do 14.	do 4.	do 22.
1889.	do 14.	do 29.	April 27.	do 23.
1890.	do 14.	do 3.	do 30.	do 24.
1891.	do 17.	do 17.	do 27.	do 21.

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in port from the Maritime Provinces the past ten years.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Vessels.	Total Tonnage.
1882.	168	136,036	...	...	25	15,574	...	...	13	2,364	54	5,993	260	159,967
1883.	191	164,982	...	...	11	8,066	1	307	6	1,015	54	5,620	263	179,990
1884.	161	124,377	...	...	8	5,031	...	...	1	456	40	3,825	210	133,689
1885.	142	117,436	...	...	18	11,997	...	...	10	2,307	47	4,814	217	133,554
1886.	175	150,784	...	...	4	2,535	3	794	2	466	41	2,902	225	157,481
1887.	224	194,028	2	2,389	11	8,676	1	313	2	342	36	3,139	276	208,882
1888.	213	195,598	1	1,199	4	3,079	...	...	3	701	35	3,375	256	203,952
1889.	184	173,076	...	...	1	998	...	...	3	441	52	4,668	240	179,183
1890.	252	235,722	...	...	...	...	...	...	1	170	42	3,714	295	239,606
1891.	272	261,702	...	...	2	1,462	...	...	2	520	29	3,067	305	266,751

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels that were consigned to the following merchants during the season of 1891.

No.	Name.	Steam	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	H. & A. Allan.....	82	191,168	.....	.....	82	191,168
2	R. Reford & Co.....	63	110,312	.....	.....	63	110,312
3	D. Torrance & Co.....	45	102,767	.....	.....	45	102,767
4	Canada Shipping Co.....	30	72,891	.....	.....	30	72,891
5	Kingman, Brown & Co.....	69	69,374	1	1,132	70	70,506
6	McLean, Kennedy & Co.....	23	36,776	5	1,683	28	38,459
7	F. C. Henshaw.....	33	36,093	.....	.....	33	36,093
8	Hy. Dobell & Co.....	44	34,479	.....	.....	44	34,479
9	Munderloh & Co.....	20	34,409	.....	.....	20	34,409
10	Harling, Ronald & Co.....	17	28,556	3	4,400	20	32,956
11	J. & R. McLea.....	29	31,038	.....	.....	29	31,038
12	Anderson, McKenzie & Co.....	18	20,465	11	7,001	29	27,466
13	Carbray, Routh & Co.....	25	26,516	1	872	26	27,388
14	J. G. Sidey.....	14	20,272	.....	.....	14	20,272
15	Intercolonial Coal Co.....	15	15,390	.....	.....	15	15,390
16	Thos. Fraser & Co.....	30	8,851	4	568	34	9,419
17	David Shaw.....	4	7,020	.....	.....	4	7,020
18	Masters.....	6	1,853	2	1,644	8	3,497
19	C. A. Boucher.....	.....	.....	23	2,720	23	2,720
20	Imperial Government.....	1	2,120	.....	.....	1	2,120
	6 others, less than 2,000 tons each.....	3	3,710	13	3,883	16	7,593
	*16 others, from canal.....	60	48,983	31	11,711	91	60,694
	Totals.....	631	903,043	94	35,614	725	938,657

* This tonnage, 60,694 tons, passed into the canal and returned to the harbour. This has been kept for the purpose of checking tonnage dues, which is now abolished.

THOMAS HOWARD,
Harbour Master.

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in port the past ten years, with the dates of the greatest number in port at one time each year.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Greatest Number in Port at one time.
1882	379	475,679	4	4,330	93	51,195	10	2,702	57	7,182	125	13,604	648	554,692	Aug. 21 53
1883	464	605,805	3	3,356	70	38,547	7	2,417	15	3,012	101	11,126	660	664,263	June 27 38
1884	444	585,397	2	2,218	83	49,047	3	1,036	13	2,996	81	8,679	626	649,374	Aug. 13 44
1885	441	619,647	2	2,792	76	45,560	1	338	23	6,141	86	9,376	629	683,854	July 15 43
1886	532	736,648	11	13,475	68	47,233	10	3,061	7	1,850	75	7,432	703	809,699	Aug. 18 44
1887	600	807,491	7	8,648	68	43,275	2	1,118	7	2,031	82	8,194	767	807,773	July 21 37
1888	532	742,276	7	9,634	32	20,218	.....	.....	10	2,631	74	7,714	655	782,473	June 27 36
1889	522	763,783	8	11,923	49	33,982	4	1,239	11	2,356	101	9,882	695	823,165	Aug. 14 39
1890	624	889,189	9	13,127	33	19,442	2	590	8	1,323	70	6,671	746	930,332	Sept. 3 37
1891	631	903,043	11	16,113	15	11,054	1	149	9	2,127	58	6,171	725	938,657	Aug. 19 46

THOMAS HOWARD,
Harbour Master.

HARBOUR COMMISSIONERS OF MONTREAL,
SECRETARY'S OFFICE,
MONTREAL, 5th April, 1892.

SIR,—I beg to transmit you herewith a copy of the Harbour Commissioners' chief engineer's report on the works for the improvement and maintenance of the harbour of Montreal, for the year 1891.

I have the honour to be, sir,

Your obedient servant.

ALEXANDER ROBERTSON,
Secretary.

WILLIAM SMTH, Esq.,
Deputy Minister of Marine,
Ottawa.

REPORT ON THE WORKS FOR THE IMPROVEMENT AND MAINTENANCE
OF THE HARBOUR OF MONTREAL FOR THE YEAR 1891.

(JOHN KENNEDY, M. INST. C. E., Chief Engineer.)

HARBOUR COMMISSIONERS OF MONTREAL,
CHIEF ENGINEER'S OFFICE,
MONTREAL, 5th March, 1892.

DEAR SIR,—I beg to submit for the information of the Board of Harbour Commissioners the following report upon the works in the harbour of Montreal, for the year ended 31st December, 1891.

NEW WORKS.

Section 45 and 46 (Maisonneuve).—The construction of the new pier which was commenced in 1889 was practically finished last autumn. Last summer there was added 286 lineal feet of cribwork below water level on the downstream side of the pier, and 900 lineal feet above water, mainly on the outer end and downstream side. The earth filling and macadamizing of the pier were completed, and the shore filling was also completed as far as at present needed.

The dredging of a basin, on the upper side of the pier, 200 feet wide and $27\frac{1}{2}$ feet in depth at low water, was finished, and a basin on the lower side, of irregular shape and of the same depth, was so far dredged as to be ready for use. The quantity dredged in the two basins last summer is 155,932 cubic yards.

The new pier is 641 feet in length on the upstream side and 480 feet on the lower side with a breadth of 180 feet. The total frontage for vessels at the pier and adjoining short pieces of shore wharf is 1,550 lineal feet.

Sections 42 and 43 (Hochelaga).—Work was resumed early in the spring for the extension of the shore wharf and a length of 365 feet was added to the cribwork under water, and 700 lineal feet to the superstructure. The earth filling behind was also made up to finished level and carried back to connect with the filling made in former years.

This addition to the wharf extends it to the point where the proposed second pier is to commence and completes the shore wharf as far as at present ordered.

A sufficient area in front of the wharf was dredged away to give access to the wharf for vessels, but a good deal yet remains to be done to clear it entirely away to deep water in the ship channel. Quantity dredged in 1891, 45,855 cubic yards.

The aggregate expenditures on the new work at sections 41 to 43 Hochelaga and 44 to 46 (Maisonneuve) during 1891 and from the commencement are \$102,697.99 and \$335,497.35 respectively.

The new wharves at the two places form parts of a general plan for utilizing the space occupied by the shoals at Hochelaga, and together give an increase of two thousand nine hundred and twenty feet of wharf frontage now available.

Sections 35 and 36.—A new double ramp with cribwork retaining wall was built at Denonville Avenue to afford access to the wharves from Notre Dame Street, and neighbouring streets. The roadways of the ramp are thirty feet wide with a gradient of one in fifteen and one in twelve feet eight inches on the up and down stream ends respectively, and of one in sixteen on the transverse portion. The gradients, except at the down-stream end are materially easier than those of any other ramp in the harbour, and the ramp has proved of great benefit in the carting of coal cargoes to the Canadian Pacific Railway and other large consumers in the vicinity. The cost, which was much enhanced by disadvantages in making and carrying on of the work subserviently to the traffic on the wharves, is: for timber work, \$12,104.58, and for earth work and sundries, \$7,220.26; total, \$19,324.84. The land for the site of the ramp was expropriated and paid for by the city, and the cost of construction was paid by the harbour commissioners.

Sections 36, 37 and 38.—A part of the wharves which was formerly used for lumber shipments was regraded and macadamized to fit it for general purposes. Cost, \$4,985.54.

Sections 5 and 6 (Windmill Point).—A little rock dredging was done in spring for the immediate purpose of obtaining stone to repair wharves, but in such a way as also to contribute towards the enlargement of the basin. Expenditure, \$631.37.

Ship Channel in the Harbour.—Two shoals which formed the north side of the ship channel, opposite sections 34 to 37 and which were dangerous to any vessels leaving the harbour and not fully under control, were nearly all dredged away to a depth of $27\frac{1}{2}$ feet at low water by an elevator dredge of the ship channel dredging fleet which was loaned by government. Some small portions and detached lumps yet remain to be dredged and that already done requires to be tested in order to complete the work. Cost in 1891 \$11,875.51.

Harbour Enlargement and Flood Protection.—Upon the conclusion of negotiations between the Dominion Government, the city of Montreal and the harbour commissioners for the carrying out of the scheme of harbour enlargement and flood protection, known as plan No. 6, work was commenced upon it. The beginning was made upon the guard pier on the 21st July by placing the harbour commissioners' dredge No. 1, and subsequently Government dredge No. 8, on the north or inner side of the pier and dumping the dredgings mainly on the under-water portion of the pier near its lower end. Later on such dredgings as could be spared and were found suitable were sent from other places, and by the close of the season 73,160 cubic yards had been placed on the site of the pier. Cost in working expenses chargeable to Harbour Enlargement Account, and exclusive of charges for plant and general expenses, \$12,063.53.

HARBOUR REPAIRS.

Upon the clearing away of the ice in the spring it was found that the cribwork of that part of the island wharf, section 15, which faces St. Helen's Island had slipped into deep water, and the top of the crib work at section 29 had been raised. Beyond this the wharves sustained no serious damage during winter.

The total cost of maintenance and repairs for the year was \$49,109, which compares with the cost of previous years as follows:—

1875.....	\$16,499
1876.....	35,711
1877.....	26,077
1878.....	18,974
1879.....	18,819
1880.....	17,330
1881.....	16,159
1882.....	27,962
1883.....	35,768

1884.....	44,869
1885.....	42,158
1886.....	64,989
1887.....	64,984
1888.....	49,520
1889.....	51,892
1890.....	56,380
1891.....	49,109

The following are the principal items of repairs in 1891 :—

Section 10 (Windmill Point).—About twenty feet of the lower end of Windmill Point wharf was repaired with new stringers and new top planking, and the mooring posts were reset.

Sections 12 and 13 (Allan Line Berths).—About 200 lineal feet of old cribwork in section 12, which was built about 1889 and had been in bad condition for several years, gave way in September last. The broken part was dredged out and replaced by a new pile wharf which involved a close row of piles at parts of the rear, and land ties 55 feet long at ten feet centres. The adjoining crib work downstream was strengthened by piling in front. Cost \$2,619.11, in addition to dredging.

In section 14 about 100 lineal feet received new stringers and top plank and four new countersunk mooring posts were put in.

Section 15 (Island Wharf, &c.).—The repair to the pile work of the shore wharf which was begun in the fall of 1890 was completed as soon as possible after the clearing away of the ice last spring. The wharf and railway tracks in the rear being low were raised to the general wharf level at the same time. Cost in 1890 and 1891, \$2,755.16.

For several years past the cribwork of the outer or downstream side of the Island wharf, which was built about 1859, and founded on sloping bottom, has been sinking and slipping outward, and on the clearing away of the ice in spring it was found that it had failed entirely and that the back filling to an average breadth of thirty feet had gone with it. Early in the summer the cribwork was replaced by pilework, with sheet piling and land ties to support the earth filling in rear, and the whole wharf made good.

Parts of the outer side of the Island wharf facing St. Lambert were reinforced by a close row of piles and otherwise repaired. On the inshore side of the Island wharf, on the downstream side of the pier connecting it with the shore, and on the shore wharf itself, the pilework extension which was built in 1878 and 1879 had become so much decayed above water as to be unfit for heavy loads. After the close of navigation this was all strengthened and repaired and a waling piece and fender braces added. Seven new iron countersunk mooring posts were placed in the section. Cost of pilework and repairs, \$7,850.78.

Sections 16 to 19 (Dominion Line Berths, and Richelieu Company's Berths).—The piece of plank road near the revetment wall was renewed, 150 feet of new coping was put on, seven new iron countersunk mooring posts and two new fender posts were put in. At section 18 a slip was cut in the wharf for river steamers, and three new fender posts were put in. On section 19 three new fender posts were put in.

Section 20 (Victoria Pier).—On the upper side of the pier a length of 150 feet was repaired with new stringers, two courses of face timber and new top planking. The lower outer corner damaged by ice was repaired. Six new iron countersunk mooring posts and one ordinary fixed cast-iron mooring post were placed. Cost, \$823.32.

Section 21 (Beaver Line).—Two countersunk iron mooring posts were put in.

Sections 22, 23 and 24.—All the long cast-iron mooring posts were taken up, inspected and reset.

Section 29.—About 150 lineal feet of cribwork broken by ice was repaired with four courses of face timber, new cross ties, back coping and top planking. Cost, \$376.97.

Sections 36 and 37.—Eight new countersunk mooring posts were placed instead of the former oak posts. A new footpath crossing of block stone was laid at the new ramp.

Roadways.—Macadamizing stone has been spread on the wharves as follows :—

Section.	Number of Toises.	Section.	Number of Toises.
9.....	22	21.....	4
10.....	9	22.....	23
11.....	14	23.....	13
14.....	23	24.....	5
15.....	31	25.....	19
16.....	24	26.....	21
18.....	7	28.....	21
19.....	11	30.....	14
20.....	3	31.....	11

Total toises spread for maintenance of the roadways, as above, 275.

Several of the footpath crossings throughout the harbour have been repaired and raised.

Little ice was left lodged on the wharves above section 18, but below that there was somewhat more than the average quantity. Expenditure in clearing off ice, \$3,196.18.

HARBOUR DREDGING PLANT AND DREDGING.

The harbour dredging plant in use in 1891 was composed of three spoon or dipper dredges, three derricks and two tugs, with coal barge, scows and a floating shop as detailed in the appended table. Besides these, elevator dredge No. 8, two tugs and six dumping scows were borrowed from the ship channel dredging plant and used during the greater part of the summer.

Dredge No. 6, derrick No. 2 and the two tugs were wintered in Cantin's dry dock, Montreal; the other dredges and two derricks were wintered in the Lachine Canal, on the south side of the island at St. Gabriel Locks; the coal barge and all the scows were wintered in the canal below the Wellington Bridge.

All repairs were made by the commissioners' own men with exception of work on some heavy pieces of machinery which was done in neighbouring shops.

The tug "St. Peter" was rebuilt in the more important parts. All below deck was renewed with exception of part of the outside planking. Part of the deck and deck beams, most of the stanchions of the railing and the housing on deck were also renewed. Cost, \$2,760.82.

The tug "St. Louis" was mainly rebuilt also. Nearly everything below deck was also renewed, except part of the outside planking. Some of the deck beams, deck planking and stanchions for the rail were renewed. The boiler furnace was repaired with new spouting and part new side plates. Cost, \$2,211.18.

Derrick No. 2 had the slides for the forward spuds and the A frame renewed.

Dredge No. 6, the hull of which had become too weak for further service, was merely caulked so as to keep it afloat, and was not fitted up for work during summer.

The other dredges and vessels received ordinary repairs.

No. 1 dipper dredge, the building of which was commenced in 1890, was finished last spring and was set to work in the harbour on the 18th May. Cost, \$39,009.84.

Two flat scows, Nos. 21 and 22, of 85 feet by 25 feet by 7 feet 5 inches over all and of 150 cubic yards carrying capacity, were built last spring for attending the dredges. Cost, \$2,594.18 each.

Two others, Nos. 23 and 24, of 85 feet by 25 feet by 6 feet 9 inches and of 150 yards carrying capacity, were built during the summer. Cost, \$2,374.29 each.

The hull of the Government elevator dredge No. 3, which was purchased for a floating shop, was fitted up as such last winter and was equipped with the machinery of the old floating shop and some new in addition.

The hull of the old floating shop was sold in the early part of the summer and was subsequently broken up by the purchaser.

The building of new dredging and other plant for carrying out the harbour enlargement works was ordered by the commissioners in 1891, as follows:—

A large dipper dredge similar to No. 1, by Messrs. Carrier, Lainé & Company, Lévis, Que.

The machinery for three floating derricks, by Mr. John McDougall, Montreal. Hulls for the same by the harbour commissioners' engineer's department.

The machinery and framing of two land derricks by John McDougall, Montreal.

Six flat deck scows of 150 cubic yards carrying capacity, by the harbour commissioners' engineer's department.

The construction of all of these, as also of other plant ordered since the close of the year, is now in an advanced state.

A steam launch 30½ feet long with engine of 6 inches by 8 inches was purchased by the harbour commissioners last autumn.

The harbour dredging fleet was brought into the harbour on the 30th April when released by the opening of the Lachine Canal. No. 4 dredge commenced work on the 5th, No. 7 commenced on the 8th and No. 1, which was somewhat delayed in completion, commenced on the 18th of May.

The elevator dredge which was borrowed from Government, was brought up from Sorel on 26th May and commenced work on the 29th of May.

All worked until 21st November when the elevator dredge was stopped, and returned to Sorel. Dredges Nos. 4 and 7 were stopped on the 27th and No. 1 was stopped on the 28th November. The harbour commissioners' dredging fleet was sent to winter quarters in the Lachine Canal, and the balance of the Government plant was returned to Sorel.

The harbour dredges, derricks, tugs and four scows were laid up in the Lachine Canal about a quarter of a mile below the St. Gabriel Locks, the floating shop and two scows were laid up at the island above St. Gabriel Locks, the coal barge and remaining vessels were laid up in Basin No. 3 near the dredges, and dredge No. 6, which had not been in service during the summer, was hauled out on the island above St. Gabriel locks, in October, to be rebuilt.

The number of days during which the spoon dredges were on duty, reckoning every day except Sundays, from commencing in spring to leaving off in fall, was 167½ days for No. 1, 178 days for No. 4, and 175 days for No. 7, making an aggregate of 520½ days for the season.

The nominal working time is ten hours per day, which gives a total of 5,205 hours' service, but the actual dredging time, after deducting that lost for repairs, changing position, detention by vessels, short days in autumn and all other causes, was reduced to 4,455 hours, or an average of 85.58 per cent of the gross time of service.

The total outlay for working the commissioners' own fleet, consisting of three spoon dredges, three unloading derricks, two screw tugs and the scows, was \$49,570.78, and this, as usual, represents the entire cost of working the plant and machinery, repairs, outfit, fuel, wages, salaries, insurance and all other outlays except interest on capital and depreciation of plant. It also includes the cost of rebuilding the tugs St. Peter and St. Louis.

The cost of working the borrowed elevator dredge and the tug and scow service for same was \$14,231.79, making a total outlay of \$63,802.57.

The following are the comparative costs and quantities of dredging for 1891, and for previous years :—

Years.	Cubic yards Dredged.	Total Cost.	Cost per cubic yard, cents.	Remarks.
		\$		
1875.....	151,719	68,979	45	
1876.....	156,082	55,462	35 $\frac{5.0}{100}$	
1877.....	173,499	45,103	26	
1878.....	211,731	48,748	23	
1879.....	189,609	41,006	21 $\frac{6.3}{100}$	
1880.....	186,430	46,914	25 $\frac{1.8}{100}$	
1881.....	170,764	54,128	31 $\frac{6.9}{100}$	
1882.....	187,339	53,598	28 $\frac{6.0}{100}$	Spoon dredges and stone-lifters.
	9,429	13,254	\$1.40 $\frac{0.0}{100}$	Elevator dredges.
	196,768	66,852	33 $\frac{9.6}{100}$	Totals and average.
1883.....	36,538	17,956	49 $\frac{3.8}{100}$	Spoon dredges and stone-lifters.
	6,990	19,385	\$2.77 $\frac{3.0}{100}$	Elevator dredge—lifting rock and boulders and clearing up.
	43,348	37,341	86 $\frac{1.4}{100}$	Totals and average.
1884.....	125,648	49,468	39 $\frac{3.7}{100}$	Spoon dredges and stone-lifters.
1885.....	69,494	28,563	41 $\frac{1.0}{100}$	do do do
1886.....	57,728	25,772	44	do do do
1887.....	36,993	23,259	62	do do do
1888.....	73,150	36,690	50 $\frac{1.5}{100}$	do do do
	2,077	1,333	64 $\frac{1.8}{100}$	Elevator dredges.
	75,227	38,023	50 $\frac{5.4}{100}$	Totals and average.
1889.....	205,283	54,574	26 $\frac{5.8}{100}$	Spoon dredges and stone-lifter.
	9,420	2,996	31 $\frac{8.0}{100}$	Elevator dredge.
	214,703	57,570	26 $\frac{8.1}{100}$	Totals and average.
1890.....	186,670	53,674	28 $\frac{6.0}{100}$	Spoon dredges and stone-lifter.
1891.....	259,267	49,571	19 $\frac{1.2}{100}$	Spoon dredges.
	43,290	14,232	32 $\frac{8.0}{100}$	Elevator dredge.
	302,557	63,803	21 $\frac{8}{100}$	Totals and average.

The cost and character of the dredging done in the different parts of the harbour last year are as follows :—All the quantities are scow measurements, and the cost includes towing and unloading the material.

Section 6 (Windmill Point).—A little dredging was done in the basin where the deepening will be useful, but for the immediate purpose of obtaining stone for the road foundations and other wharf repairs ; depth of water, 25 feet : quantity dredged, 1,170 cubic yards ; material, shale rock ; cost, 54 cents per yard.

Sections 12 to 14 (Allan Line Berths).—The part of the cribwork wharf in section 12 which gave way was, with its stone filling, dredged out and the place prepared for repairs. Depth of water about 29 feet ; quantity dredged, 3,454 cubic yards, exclusive of timber ; material, cribwork, stones and earth ; cost, 52 cents per yard.

Several shallow places close to the wharves and throughout the basin which had become shallow by the filling in of rubbish and by scour from elsewhere, as also some places which had never been brought to full depth because of extreme hardness, were dredged out to $27\frac{1}{2}$ feet or over at low water. Quantity dredged, 3,874 cubic yards; material, sand, mud and hard-pan with many boulders; cost, $31\frac{1}{2}$ cents per yard.

Sections 14 and 15 (Elgin Basin).—The basin which had become choked with sewage deposit was dredged out to $27\frac{1}{2}$ feet at low water, the city paying the cost. Some places which were shallow from other deposit, as also from the existence of large boulders, were also cleaned down to full depth. Depth of water, 29 feet; total quantity dredged, 11,497 cubic yards; material, sewage deposit and mud, with some hard-pan and large boulders; cost, $11\frac{4}{10}$ cents per yard.

Section 15.—The cribwork which fell away at the lower end of the Island wharf, as also its filling and back-filling, were dredged out and the place prepared for repairs. Quantity dredged, exclusive of timber, 360 cubic yards; material, cribwork and stone filling; cost, \$1.45 per cubic yard.

The basin between the Island wharf and the shore wharf had become shallow in several places, principally alongside the wharves, and was dredged out to $27\frac{1}{2}$ feet at low water. Depth of water, 29 feet; quantity dredged, 2,700 yards; material, sand, silt and mud; cost, 28 cents per yard.

Section 22.—A number of small shallow spots, chiefly about the lower end of Victoria Pier, were cleaned down to standard depth. Depth of water 30 feet, very strong current in some places; quantity dredged, 4,320 cubic yards; material, sand and gravel; cost, 19 cents per yard.

Section 23—(Commissioners Wharf).—Small quantity of dredging was done in deepening a shallow place in strong current near the wharf. Depth of water 30 feet; material, sand and gravel; quantity dredged, 855 cubic yards; cost, 42 cents per yard.

Sections 41, 42 and 43 (Hochelaga).—Dredging was done in clearing away the shoals in front of the new wharves and a small quantity was also done in preparing foundations for cribwork. Depth of water, 29 to 35 feet; quantity dredged, 45,855 cubic yards; material, sand, gravel, very hard silt and some boulders; cost, $21\frac{1}{4}$ cents per yard.

Sections 45 and 46 (Maisonnette).—Dredging for the formation of basins on both sides of the new pier, and also for preparing foundations for cribwork. The material dredged was very varied; on the upper side of the basin it was mostly very tough silt with some boulders, on the lower side it was mostly loose dark grey sand very easy to work; depth of water, 29 to 35 feet; quantity dredged, 155,932 cubic yards; cost, $18\frac{7}{10}$ cents per yard.

Ship Channel through the Harbour.—Two shoals with some small spots on the north side of the main channel, opposite sections 34 to 37, were nearly all cut down to $27\frac{1}{2}$ feet at low water by the Government elevator dredge No. 8. Depth of water, 28 to 32 feet, rapid current; material almost wholly clean boulders, mostly under a cubic foot in size; quantity dredged, 33,673 cubic yards; cost, $35\frac{1}{4}$ cents per yard.

Harbour Enlargement.—Dredging on the Island shoal, alongside the site of the new guard pier (opposite stations 56 to 63), by a dipper dredge, and at the lower end of the shoal by the elevator dredge. Depth of water, 30 to 32 feet; material, hard-pan and tough silt with boulders of all sizes; quantity by dipper dredge, 29,250 cubic yards; cost, $11\frac{1}{10}$ cents per yard; quantity by elevator dredge, 9,620 cubic yards, costing $24\frac{1}{2}$ cents per yard.

Appended are tables giving further particulars as to the dredging plant and work done.

Yours respectfully,

JOHN KENNEDY,

Chief Engineer.

ALEXANDER ROBERTSON,

Secretary, Harbour Commissioners of Montreal.

HARBOUR DREDGING.

STATEMENT showing the number of days worked by each dredge and the quantity dredged at each place for the Harbour of Montreal in 1891.

Places at which dredges worked.	Vessels.	Time of service.		Quantity dredged.			Character of soil.
		Days.	Total days.	Spoon dredges.	Elevator dredge.	Total cub. yards.	
Section 5 and 6, Windmill Point	Spoon dredge No. 4.	5	.....	990	.....	.....	} Shale rock.
	do No. 7.	2	7	180	.....	1,170	
Section 12, Allan's Basin.	do No. 7.	25	25	3,454	.....	3,454	} Tearing up cribwork.
do 13 and 14, Allan's Basin.	do No. 1.	10½	.....	3,049	.....	.....
do 14 and 15, Elgin Basin.	do No. 4.	6½	17	825	.....	3,874	} Hard pan and stones.
	do No. 1.	18½	18½	11,497	.....	11,497	
do 15, Island Wharf.	do No. 7.	5	5	360	.....	360	} Tearing up cribwork.
do 15, King's Basin	do No. 4.	6½	.....	1,980	.....	.....
do 21 and 22, Military Basin.	do No. 7.	4	10½	720	.....	2,700	} Sand, silt and mud.
do 23, at Commissioner's Wharf.	do No. 1.	11½	11½	4,320	.....	4,320	
	do No. 7.	5	5	855	.....	855	} do
do 41 to 43, Hochelaga.	do No. 1.	41½	.....	24,244	.....	.....
	do No. 4.	15½	.....	7,875	.....	.....	} Sand, gravel, silt and boulders.
	do No. 7.	41	97½	13,736	.....	45,855	
do 45 and 46, Maisonneuve.	do No. 1.	41	.....	18,562	.....	.....	} Sand, tough silt and boulders.
	do No. 4.	144½	.....	103,080	.....	.....
	do No. 7.	98	278½	34,290	.....	155,932	} Hard pan, silt and boulders.
Harbour enlargement at guard pier.	do No. 1.	45	.....	29,250	.....	.....
	Elevator dredge No. 8	25	70	.....	9,620	38,870	} Boulders and stones.
Current St. Mary.	do No. 8	126	126	.....	33,670	33,670	
	Totals	.....	671½	259,267	43,290	302,557	

ABSTRACT of work done by each dredge in the Harbour of Montreal in 1891.

Vessels.	Places at which dredges worked.	Time of service.		Quantity dredged. Cubic yards.			Character of soil.
		Days.	Total.	Spoon dredges.	Elevator dredge.	Total.	
Spoon dredge No. 1.	Section 13 and 14, Allan's Basin.	10½		3,049	.....		Hard pan and stones.
	do 14 and 15, Elgin Basin..	18½		11,497	.....		Sewage, hard pan and boulders.
	do 21 and 22, Military Basin	11½		4,320	.....		Sand and gravel.
	Station 56 to 63, Guard Pier...	45		29,250	.....		Hard pan, silt and boulders.
	Section 41 to 43, Hochelaga....	41½		24,244	.....		Sand, gravel, silt and boulders.
Spoon dredge No. 4.	do 45 and 46, Maisonneuve.	41		18,562	.....		Sand, tough silt and boulders.
	Section 5, Windmill Point.....	5	167½	990	.....	90,922	Shale rock.
	do 12, Allan's Basin.....	6½		825	.....		Hard pan and mud.
	do 15, King's Basin.....	6½		1,980	.....		Sand, silt and mud.
	do 41 to 43, Hochelaga....	15½		7,875	.....		Sand and clay.
Spoon dredge No. 7.	do 45 and 46, Maisonneuve.	144½		103,080	.....		Sand, tough silt and boulders.
	Section 5 and 6, Windmill Point	2	178	180	.....	114,750	Shale rock.
	do 12, Allan's Basin.	25		3,454	.....		Tearing up old wharf.
	do 15, Island Wharf	5		360	.....		do do
	do 15, King's Basin.	4		720	.....		Sand, silt and mud.
Elevator dredge No. 8.	do 23, at Commissioner's Wharf.....	5		855	.....		Sand and gravel.
	do 41 to 43, Hochelaga....	41		13,736	.....		Sand, gravel, silt and boulders.
	do 45 and 46, Maisonneuve.	93		34,290	.....		Sand, tough silt and boulders.
	Lower end of guard pier.	25	175	.....	9,620	53,595	Hard pan, silt and boulders.
	Current St. Mary, opposite sections 34 to 37	126		.....	33,670		Boulders and stones.
			151			43,290	
	Totals.....		671½	259,267	43,290	302,557	

HARBOUR Commissioners' dredging plant employed in the Harbour of Montreal in 1891.

Description of Vessels.	Hull.			When built.	Engines.					Capacity of bucket.	Depth to which dredge can work.	Remarks.
	Length, over all.	Breadth, beam.	Depth, over all.		Kind of engine.	No. of cylinders.	Diameter of cylinders.	Length of stroke.	Pressure of steam.			
<i>Dredges</i> — Boom spoon dredge No. 1. do do No. 4. Crane do No. 7.	Ft. in.	Ft. in.	Ft. in.	1890 1872 1874	Horizontal densing.	{ 2 1 1 }	In. 16 14 14	In. 18 16 16	Lbs. 110 90 85	C. ft. 115 70 40	Ft. 41½ 33 32	All wooden hulls. Rebuilt and altered in '90. Rebuilt in 1889.
	90-0	36-0	9-6									
	77-3	27-0	6-6									
<i>Derricks</i> — Claim shell derrick No. 1. do do No. 2. do do No. 3.	56-8	23-9	5-9	{ 1872 1875 }	Horizontal densing.	{ 1 2 1 }	8 7 10	12 12 12	85 85 85			
	57-0	23-6	5-9									
	61-9	24-0	Hold.									
<i>Tug Boats</i> — Tug St. Louis. do St. Peter.	67-0	15-0	8-7	1875 1875	Vertical, noncon-densing.	{ 1 1 }	16 20	20 22	85 90			Rebuilt, 1891. do
	71-6	16-6	8-6									
	135-0	29-0	10-0									
<i>Barges</i> — Floating shop. A. G. Nish (coal barge).	100-8	22-6	6-4	1873	Capacity, cubic yards.							
		over all.	over all.									
	70-6	18-0	5-0									
<i>Scows</i> — Sounding scow Flat scow (old).	70-6	18-0	5-0	1873	45 45 45							All wood. do do do do do do do do do do do do
	70-5	18-3	5-4									
	70-5	18-0	5-0									
do No. 5. do No. 6. do No. 7.	70-4	18-0	5-4	1873	45 45 45							
	70-4	18-0	5-4									
	70-4	18-1	5-4									
do No. 10. do No. 11. do No. 14.	70-0	18-3	5-1	1874 1874 1875	45 45 45							
	70-0	18-3	5-1									
	69-5	18-4	5-0									
do No. 15. do No. 16. do No. 17.	70-4	18-2	5-0	1875 1875 1876	45 45 67½							
	70-4	18-3	5-6									
	75-0	20-2	6-0									
do No. 18. do No. 19. do No. 20.	75-4	20-4	6-3	1878 1878 1891	67½ 67½ 150							
	75-6	20-3	6-5									
	75-6	20-3	6-3									
do Nos. 21 and 22. do Nos. 23 and 24.	85-0	25-0	7-5	1891 1891	150 150							
	85-0	25-0	6-9									
	85-0	25-0	6-9									

In addition to the above there were borrowed from the Government, one elevator dredge, two tugs and six large dumping scows, for use in 1891.

APPENDIX No. 18.

QUEBEC HARBOUR COMMISSIONERS' REPORT FOR THE YEAR 1891.

(Under 38 Victoria, Chap. 55, Sec. 14.)

QUEBEC, 2nd January, 1892.

Hon. CHAS. H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In compliance with the requirements of the 38th Victoria, chapter 55, section 14, I have to report as follows on the doings of the Quebec Harbour Commissioners for the year 1891.

CHIEF ENGINEER'S REPORT.

The annexed report from the chief engineer, Mr. St. George Boswell, conveys all the information in relation to the harbour works, and the various additions and repairs made to them, and to the other properties of the Commissioners during the past year.

REVENUE.

The revenue statement of 1891 shows a slight decrease in receipts as compared with the previous year. This is altogether owing to the falling off in the shipping arrivals, as the earnings from wharf properties have been fully maintained.

LOUISE DOCKS AND WHARVES.

During the past season 42 ocean mail steamers of 106,283 tons register used the docks, landing immigrants, baggage and freight.

Eleven steamers of 17,649 tons register landed a portion of their freight, and 11 steamers of 10,541 tons register discharged their full cargoes of 18,064 tons of coal.

Six sailing vessels of 5,965 tons register landed 7,847 tons of coal, and 42 ships of a registered tonnage of 39,993 tons, have also used the docks, loading full cargoes of timber and deals, and the surface traffic has required the employment of 2,657 cars.

The ss. "Enchantress" a vessel in distress from Montreal, unloaded her deal cargo in the inner basin, and upon being repaired, re-loaded from there and proceeded to sea.

One thousand copies of a pamphlet entitled "The Port of Quebec, Its Facilities and Prospects," by Mr. E. T. D. Chambers, of the *Quebec Morning Chronicle*, containing a very good description of those works, have been purchased and widely circulated by the commissioners.

PREMISES LEASED.

The only changes under this heading have been that the store No. 7, on Wellington Wharf, formerly in the occupancy of Messrs. John Ross & Company, and the adjoining one, No. 8, that had remained for some years unlet, has been leased to Messrs. E. M. Lennon & Co. for a term of three years.

The changes (referred to in Report of 1890) asked for by the Quebec and Lake St. John, and Quebec, Montmorency and Charlevoix Railway companies in the lease passed in 1888 empowering them to cross the embankment, has been finally agreed upon, and the alterations thus made by the commissioners confirmed by an Order in Council. The completed deed now awaits signature.

REPAIRS TO PROPERTY.

The commissioners have not been in a position to undertake the repairs so necessary to be done to place the Pointe-à-Carcy Wharf in a proper condition, but trust that during the course of the ensuing year, they will be able to carry out this very desirable and pressing work.

All the other properties of the commission have been frequently inspected and kept in a thorough state of order. Detail will be found in the chief engineer's report.

BALLAST.

Seven thousand and thirty (7,030) tons of filling material consisting of ballast taken from ships, and three hundred and forty-three (343) tons from other sources, and costing six hundred and eighty-five dollars and fifteen cents (\$685.15), or an average of nine and a quarter cents per ton, has been obtained during the year.

This ballast consisted nearly all of good stone, and has been utilized in the various properties of the commission as follows:—Pointe-à-Carcy Wharf, three thousand one hundred and ten tons; Breakwater Wharf, two thousand two hundred and sixty tons; Harbour Works, one thousand six hundred and sixty tons; Grand Trunk Wharf, one hundred and thirty-seven tons; Atkinson's Wharf, one thousand and twelve tons; and Wellington Wharf, ninety-four tons.

ICE BRIDGE AT CAPE ROUGE.

Preparations were made in the spring to remove the ice bridge at Cape Rouge, if it proved an obstruction to the early opening of navigation; but as the ice gave way before it was deemed necessary to take any action, the material prepared for this purpose has been kindly stored by Lt. Colonel C. E. Montizambert, R.S.A., Quebec, for use on some future occasion.

OFFICE OF PRESIDENT AND SECRETARY-TREASURER.

On the 16th of March, Mr. Edmond Giroux was elected president to replace Mr. P. V. Valin, and on the 9th of November, upon his reappointment as commissioner, was again unanimously re-elected to the same position.

Mr. James Woods, who had been acting as secretary-treasurer since February, 1890, was, on the 30th September, permanently appointed to that office.

CHANGES IN THE PERSONNEL OF THE COMMISSION.

On the 3rd November a communication was received from the Deputy Minister of Marine, Ottawa, stating that by Order in Council of the 24th October the appointment of all the Government members of the commission had been cancelled, and the following gentlemen had been appointed as Government members of the board:—

MR. EDMOND GIROUX,

MR. VICTOR CHATEAUVERT,

“ ARTHUR J. TURCOTTE,

“ JOHN SHARPLES,

in the room of Messrs. Thomas McGreevy, P. V. Valin and Joseph Bell Forsyth. The new commissioners took their seats for the first time at the meeting of the 9th November.

DEATH OF CAPTAIN FRANÇOIS GOURDEAU.

The death, on the 11th May, of Captain François Gourdeau, harbour master during the past sixteen years to the commissioners, has caused them most profound regret.

Captain Gourdeau was an able, careful and zealous officer, thoroughly conversant with his duties, and his death has deprived the board of an employé in whom they could repose every confidence.

PETERS *vs.* THE HARBOUR COMMISSIONERS.

Judgment was rendered by the Supreme Court, Ottawa, at its last term in this case. The particulars, so far, have not reached the commissioners.

ICE CUTTING.

Thirty thousand (30,000) blocks of ice, all for local use, have been cut during the winter of 1890-91, a difference of four thousand (4,000) blocks less than the harvest of the previous year.

CHAIRMAN'S VISIT TO OTTAWA.

On the 17th December the chairman, accompanied by the chief engineer, proceeded to Ottawa with a view of bringing the following matters to the notice of the Government, viz. :—

Purchase of occulting light and future maintenance of range harbour lights ; settlement of graving dock and lifting barge accounts ; settlement of claim for amount due for the space occupied on the breakwater wharf and embankment by immigrant buildings ; repairing front of Pointe-à-Carcy Wharf and deepening of inside face ; settlement of and interpretation of commissioners' debentures account.

Interviews were had on the 18th with the Honourable the Ministers of Militia and Defence, Marine and Fisheries, and Public Works, and with Mr. J. M. Courtney, Deputy Minister of Finance, and the various questions discussed and taken into consideration.

The occulting light purchased for—but found to be unsuitable for a range light—was at once taken over by the Honourable the Minister of Marine, and has been delivered to the agent of his department here.

The maintenance of the range harbour lights was also favourably considered, but awaits the report of the engineer of the department. The other matters, as already mentioned, are still under consideration.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the commissioners' accounts for the year.

I have the honour to be, sir,

Your most obedient servant,

JAS. WOODS,

Secretary-Treasurer.

HARBOUR ENGINEER'S OFFICE,
QUEBEC, 23rd December, 1891.

JAMES WOODS, Esq.,
Secretary-Treasurer Harbour Commission,
Quebec.

SIR,—I have the honour to submit the following, with reference to the Harbour Commissioners' property under my charge as engineer.

LOUISE EMBANKMENT AND CROSS-WALL.

Owing to the increased demand for coal accommodation it was found necessary during the past season to extend the coal platform at the western end of the Embankment, and also to lay down an additional one on the cross-wall.

Owing to an application made on behalf of the Dominion Steamship Company, a portion of the Ballast Wharf has also been planked for the reception of coal.

At the western end of the embankment, a portion of ground, measuring 120 x 50 feet, has been leased to the Quebec and Lake St. John Railway Company, to be used by them as a coal yard.

The railway tracks on the embankment and cross-wall have been lined up and graded during the past season, and two diamond crossings placed at the intersection of the cross-wall track with those on the embankment.

A new freight shed, measuring 200 by 38 feet, has been erected on the cross-wall, and the one hundred feet space intervening between the old and new freight sheds, planked.

On the Ballast Wharf the space about three feet in depth, beneath the platform in front of the Immigration Shed on that wharf, has been filled with ships' ballast, and a fence erected in such a manner as to isolate the immigrants when landing. The roadway between the two immigration buildings has also been widened and macadamized.

The north-east angle of the Ballast Wharf has been repaired and re-sheathed. The southern end of this wharf has also been twice repaired during the past season, having been damaged on three occasions by vessels colliding with it.

New white pine mooring posts have been placed along the entire length of the embankment quay wall, and six mooring rings will be added in the tidal basin before the opening of navigation next season.

A considerable quantity of granite ballast was accumulated during the season just past; this is now being broken up with macadam for use on the embankment and cross-wall roadways.

A mooring buoy has been placed in the wet dock, opposite the entrance, to facilitate the exit and entrance of vessels.

An additional railway siding has been put down at the western end of the Embankment, to afford increased accommodation to the railway companies when loading coal.

The Quebec and Lake St. John, and the Quebec, Montmorency and Charlevoix Railway companies have, with the permission of the harbour commissioners, taken possession of the beach lot situated directly north of St. Andrew street, between the Drum and Dinning properties, and indicated under the cadastral number 1989, which they have now partially filled in for the purpose of laying down railway tracks to their new station on the Drum property.

The connection with the C. P. R. track on St. Andrew street and the commissioners' lines on the Embankment has also been made; but owing to the lateness of the season when this was done, the grading and lining up have not been completed.

An alteration has been made in the method of operating the cross-wall bridge apron whereby the work is now done by one man, instead of four as formerly.

A light tower, with a Chance Bros. occulting light, was erected on the north-east corner of the breakwater; and two red electric range lights placed at the foot of Ste. Famille street on the Battery, for the purpose of indicating the fairway of the channel between the Breakwater and the Island of Orleans. The occulting light has since been removed and transferred to the Department of Marine and Fisheries, and has been replaced by a red electric light.

POINTE-A-CARCY WHARF.

During the past season all the available ships containing stone ballast have been made to discharge into this wharf, but there still remains a great portion of the wharf unfilled. The roof of store No. 2, situated on this wharf, has been tarred.

STORE NO. 7.

A new roof of Canada plate has been put on this building.

STORE NO. 8.

The eastern gable wall of this building was partially taken down and rebuilt, and pointed with Portland cement. The roof has been also temporarily repaired and tarred. In addition to the above other minor repairs were effected.

The water was retained in the wet dock for the first time during the past season, on the 26th May, and remained so until 14th November, when the gates were placed in winter quarters.

On the 11th September, owing to the tide not having risen sufficiently for the purpose the gates were not opened in the morning.

I have the honour to be, sir,

Your obedient servant,

ST. GEORGE BOSWELL,

Chief Engineer.

STATEMENT showing the movement of the coasting trade of the harbour for the season of navigation of 1891 (as reported at this office.)

Cargoes by schooners.....	735
do bateaux.....	601
do barges.....	108
do steamboats.....	287
Tonnage.....	389,363
Crews, men.....	15,259
Passengers.....	72,531

DOMINION IMPORTS AT QUEBEC.

REPORT of principal entries inwards by vessels from all parts of the Dominion, at this port, for the season 1891 (as made at this office.)

Imports.	Quantity.	Imports.	Quantity.
Apples.....	brls. 48,828	Glassware.....	brls. 1,933
Ale and porter.....	do 14,838	do.....	crates. 1,062
do.....	hhds. 11,048	do.....	cases. 3,401
Almonds and nuts.....	bags. 3,581	Glass.....	cases and boxes. 26,821
Agricultural implements.....	8,775	Hides.....	pkgs. 6,858
Axes.....	boxes. 4,236	Horses.....	741
Biscuits.....	cases and boxes. 45,629	Hops.....	bales. 685
do.....	brls. 5,778	Herrings.....	brls. 1,790
Brandy.....	boxes. 6,915	Hardware.....	do 375
Boots and shoes.....	do 6,903	do.....	cases and boxes. 20,451
Blacking.....	do 5,375	Hay.....	bundles. 62,300
Beef.....	brls. 2,716	Iron.....	pkgs. 25,403
Barley.....	bush. 6,281	Leather.....	bales. 18,616
Bran.....	tons. 625	Lard.....	kegs. 21,196
do.....	bags. 2,170	Machinery.....	pkgs. 6,896
Brooms.....	pkgs. 5,451	Maccaroni.....	boxes. 14,885
Butter.....	kegs. 205	Matches.....	do 520
do.....	lbs. 119,748	Mineral waters.....	brls. 465
Blueberries.....	boxes. 18,081	Marble.....	pkgs. 1,040
Books.....	cases and boxes. 5,463	Nails and spikes.....	kegs. 32,619
Baking powder.....	do 10,364	do.....	boxes. 6,390
Bricks.....	M. 1,027	Oakum.....	bales. 445
Board.....	pieces. 623,001	Oats.....	bush. 73,406
Bark.....	cards. 3,017	Old iron.....	cwts. 3
Cigars.....	cases. 3,938	Pork.....	brls. 2,049
Cheese.....	boxes. 15,613	Peas.....	bush. 4,245
Crockery.....	brls. 1,079	Potatoes.....	do 21,741
do.....	crates. 1,308	Raisins.....	boxes. 13,414
Coffee.....	brls. 675	Rice.....	bags. 14,180
do.....	bags. 2,500	Rakes.....	pkgs. 1,890
Cattle.....	6,855	Resin.....	brls. 98
Coal.....	tons. 2,771	Refrigerators.....	75
Corn.....	bush. 6,492	Sugar.....	brls. 15,710
Cordage.....	bales. 4,031	Shingles.....	M. 673
Canada plates.....	boxes. 20,368	Sewing machines.....	2,414
Carpets.....	bales. 1,296	Starch.....	boxes. 8,601
Champagne.....	cases. 6,969	Soap.....	cases and boxes. 28,102
Currants.....	do 14,376	Spices.....	do 21,984
do.....	brls. 494	Steels.....	pkgs. 11,534
Candles.....	boxes. 345	Seeds.....	bags. 3,642
Clocks.....	cases. 490	Shovels and spades.....	pkgs. 6,730
Confectionery.....	brls. 1,008	Soda carb.....	brls. 250
Coal oil.....	galls. 28,862	Scales.....	593
Drugs.....	brls. 2,522	Scythes handles.....	pkgs. 2,322
do.....	do 12,735	Stationery.....	cases. 14,612
Deals.....	pieces. 770,148	Sheep.....	1,181
Dry fish.....	cwts. 70	Salmon.....	brls. 231
Eggs.....	doz. 16,365	Slabs.....	loads. 525
do.....	brls. 90	Seal oil.....	galls. 29,160
do.....	boxes. 5,780	Trout.....	brls. 57
Eels.....	brls. 80	Tea.....	boxes. 27,757
Flour.....	do 19,124	Tobacco.....	brls. 1,209
do.....	bags. 54,465	do.....	cases and boxes. 5,320
Fowls.....	1,930	Tin.....	boxes. 11,548
Feathers.....	bags. 784	Turpentine.....	brls. 962
Furniture.....	loads. 2,783	Tar.....	do 125
Fruit.....	brls. 2,033	Wine.....	hhds. 2,625
Gin.....	cases. 13,855	do.....	qr. bks. 2,171
do.....	hhds. 150	do.....	brls. 9,445
do.....	brls. 2,415	do.....	cases. 7,049
Glace.....	do 137	Whiskey.....	brls. 2,147
Grain.....	bags. 21,116	do.....	cases. 4,971
Green fish.....	brls. 2,766	Washboards.....	pkgs. 4,242
Glassware.....	hhds. 61	Wood.....	cords. 20,645

JAMES WOODS, *Secretary-Treasurer.*

QUEBEC HARBOUR COMMISSION.

STATEMENT showing the cost of the Quebec Harbour Works up to the 31st December, 1891.

Nature of Works.	Total Expenditure, including Interest, &c.	Reduction effected under 51 Vic., Cap. 6, respecting Interest and Sinking Fund paid out of Capital.	Amount of Harbour Commissioners' Sinking Fund and accumulations which by 51 Vic., Cap. 6, has become part of Consolidated Revenue of Canada.	Net Reduction.	Net Cost of Works to Date.	Total Amount received from Federal Government.	Total Amount Voted.	Designation of Statutes authorizing expenditure.	Amount Available.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		\$ cts.	
Harbour improvements	3,192,261 40	Int. 378,679 05 S.F. 17,329 95	223,929 23	Int. 154,740 82 S.F. 17,329 95	3,037,550 58	2,806,000 00	3,252,000 00	36 Vic., Cap. 62 43 do 17 45 do 47 47 do 9 49 do 19 50-51 do 41	446,000 00	If the amount of \$396,000 deducted from the debt under 51 Vic., Cap. 6, is taken from the sum of \$446,000 indicated as available, then the amount available will be \$36,000. The debt of the Commissioners amounting to \$723,000 redeemed under 36 Vic., Cap. 6, is not included in this statement.

Certified,

JAMES WOODS,
*Secretary-Treasurer.*HARBOUR COMMISSIONERS' OFFICE,
QUEBEC, 2nd January, 1892.

QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the Revenue of the Commission for the years 1890 and 1891.

	1890.	1891.	Difference in 1891.	
	\$ cts.	\$ cts.	\$ cts.	
Tonnage dues..	16,338 17	11,612 19	4,725 98	Decrease.
Import do	2,929 28	2,893 08	36 20	do
Export do	5,616 68	4,195 10	1,421 58	do
Harbour do	2,113 45	2,323 40	209 95	Increase.
Property receipts	33,807 68	34,161 47	353 79	do
Interest.	702 79	809 61	106 82	do
Beach and deep water lots	1,977 37	1,977 37	.....
Sundries. . . . .	.....	232 60	232 60	do
	63,485 42	58,204 82	5,280 60	Decrease.

REVENUE AND EXPENDITURE.

Dr.

Cr.

1891. Dec. 31...	To	1891. Dec. 31...	By	1891. Dec. 31...
Tonnage dues.....	11,612 19	Officers' salaries.....	10,321 96	
Import do.....	2,893 08	Reporters' salaries.....	482 00	
Export do.....	4,135 10	Legal expenditure.....	839 55	
Harbour do.....	2,323 40	Report and annexures, 1890 and 1891.	707 15	
Property receipts.....	34,161 47	Property expenditure.....	15,196 06	
Beach and deep water lots.....	1,977 37	Auditors for 1890.....	200 00	
Interest.....	809 61	Harbour master's service.....	411 75	
Sundries.....	232 60	Removing Cape Rouge ice.....	50 65	
Profit and loss.....	3,547 06	Hardware and plumbing.....	106 60	
		Settlement of damages with ship "Ferdinand".....	418 70	
		Maps of harbour.....	72 60	
		Descriptive pamphlets, Harbour of Quebec.....	100 00	
		Sundries.....	3,904 86	
		12 months' interest.....	28,920 00	
				61,751 88

JAS. WOODS,

Secretary-Treasurer.

Dr.

BALANCE SHEET of 31st December, 1891.

Cr.

1891. Dec. 31.	To	Office furniture	\$	cts.	1891. Dec. 31.	By	Beach and deep water lots	\$	cts.
		Amount at debit grantees, beach and deep water lots		3,471 57			Receiver General		54,706 31
		Amount at debit sundries for rents, wharfage, &c.		43,963 97			Taxes account		43,380 00
		Breakwater wharf		11,547 08			Quebec harbour debentures		3,908 03
		Point à Carcy wharf		220,684 93			Profit and loss		3,529,000 00
		East India do		276,522 31					226,915 56
		Grand Trunk do		48,552 99					
		Wellington do		15,740 32					
		Atkinson's do		86,541 85					
		Reynar's do		51,103 20					
		Harbour improvements		9,918 29					
		Cash on hand	958 26	3,037,520 58					
		do deposit	33,006 72						
		Jackscrews account		33,964 98					
		Lifting barge		394 87					
		Graving dock revenue		5,644 45					
		Tools account		5,909 54					
		Anchor account		1,780 00					
		Bills receivable		90 00					
		Suspense accounts		1,862 01					
				2,696 96					
				3,857,909 90					3,857,909 90

JAS. WOODS,
Secretary-Treasurer.

We hereby certify that we have examined the books and vouchers of the Quebec Harbour Commission, for the year ending 31st December, 1891, and that the above is a correct copy of the balance sheet.

A. GABOURY, }
A. AHERN, } *Auditors.*

QUEBEC, 10th January, 1892.

QUEBEC.
STATEMENT OF Assets and Liabilities per Balance Sheet of Date.

Dr.

Cr.

1891. Dec. 31	ASSETS.	\$	cts.	\$	cts.	1891. Dec. 31	LIABILITIES.	\$	cts.	\$	cts.
	Dec. 31 Real Estate—						Quebec Harbour debentures.....	3,529,000	00		
	Breakwater wharf	220,684	93				Receiver-General	43,380	00		
	Point-à-Carey do	276,522	31				Corporation for taxes	3,908	03		
	East India do	48,552	99							3,576,288	03
	Grand Trunk do	15,740	32								
	Wellington do	86,541	85								
	Atkinson's do	51,103	20								
	Reynar's do	9,918	29								
	<i>In re</i> Beach and Deep Water Lots—										
	Capital at debit sundries.....	35,162	48				Composed as follows—	54,706	31		
	Arrears of interest to 24th June, 1891..	8,801	48				Beach and deep water lots,	226,915	56		
	do do 24th Dec., 1891..	988	68				Profit and loss				
	Rents, Wharfage, &c —										
	Due by fund as per balance sheet.	11,547	08								
	Accrued but not yet due.....	1,708	28								
	Cash—										
	On hand	958	26								
	In bank	33,006	72								
	Dominion Government—										
	Lifting barge	5,644	45								
	Graving dock	5,909	54								
	Harbour improvements.....										
	Jackscrews on hand.....										
	Tools										
	Office furniture										
	Office furniture										
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APPENDIX No. 19.

REPORT OF THE HARBOUR COMMISSIONERS OF TORONTO, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1891.

SECRETARY of the Toronto Harbour Trust in Account with the Commissioners for 1891.

DR.

GENERAL BALANCE SHEET.

CR.

1891.		\$ cts.	1891.		\$ cts.
Dec. 31	Wharf property.....	43,073 72	Dec. 31	By Overdraft at bank.....	40,649 03
do 31	Elevator.....	10,250 00	do 31	Profit and loss.....	13,289 80
do 31	Office furniture.....	581 31			
do 31	Canadian Pacific Ry. balance.	10 00			
do 31	Cash on hand.....	23 80			
		53,938 83			53,938 83

We have examined the books, accounts and vouchers, and have compared the balance sheet as above with the books, &c., and we certify the same to be correct, and to represent a true statement of the affairs of the Trust to 31st December, 1891.

COLIN W. POSTLETHWAITE,

Deputy Harbour Master.

MORGAN BALDWIN,

Harbour Master.

C. B. GRASETT,

W. R. HARRIS,

Auditors.

A. B. LEE,

J. H. G. HAGARTY,

J. T. MATHEWS,

THOS. ALLAN,

R. H. GRAHAM,

Commissioners.

TORONTO, 5th January, 1892.

RECEIPTS and Expenditure of the Toronto Harbour Trust for the Year 1891.

1891.	RECEIPTS.	\$ cts.	1891.	EXPENDITURE.	\$ cts.
Jan. 1	Cash on hand.....	11 17	Jan. 1	Overdraft at Bank of Toronto.	7,378 04
Dec. 31	Canadian Pacific Railway Co.	6,002 50	Dec. 31	Breakwater at Queen's Wharf.	39,598 50
do 31	Harbour dues.....	10,551 82	do 31	Dredging.....	4,611 49
do 31	Fines.....	40 00	do 31	Salaries.....	2,600 00
do 31	Overdraft at Bank of Toronto.	40,649 03	do 31	Interest.....	1,304 30
			do 31	Office expenses and rent.....	682 23
			do 31	Charges.....	300 00
			do 31	Insurance.....	128 00
			do 31	Lights, buoys and beacons.....	123 32
			do 31	Law expenses.....	192 82
			do 31	Printing and stationery.....	36 62
			do 31	Rep'g. house at Queen's Wharf	21 60
			do 31	Address to Lady Macdonald..	15 00
			do 31	New furniture.....	237 10
			do 31	Registration.....	1 70
			do 31	Cash on hand.....	23 80
		57,254 52			57,254 52

Audited and found correct.

C. B. GRASETT,

W. R. HARRIS,

Auditors.

TORONTO, 5th January, 1892.

STATEMENT of Accounts in Detail.

1891.		FURNITURE ACCOUNT.	\$ cts.	\$ cts.
Jan. 1		Amount per ledger folio 197.....	844 21	
Feb. 28		New furniture per invoice.....	159 10	
Mar. 10		do do	78 00	
			1,081 31	
		Amount written off on account of wear and tear.	500 00	581 31
		PROPERTY ACCOUNT.		
Jan. 1		Amount per ledger folio 408.....	43,072 02	
Feb. 25		To cost of registering patent.....	1 70	43,073 72
		INTEREST.		
Dec. 31		To interest on overdraft at bank.....		1,304 30
		INSURANCE.		
Jan. 21		To premium on lighthouses.....	8 00	
July 31		do do elevator.....	120 00	128 00
		CANADIAN PACIFIC RAILWAY COMPANY.		
Dec. 31		To rent on elevator property.....	3,000 00	
do 31		do do Queen's Wharf property and interest.....	3,002 50	
		Balance due on account of interest.....	10 00	6,012 50
		DREDGING.		
Dec. 31		R. McDonald, per contract.....	3,760 00	
do 31		F. B. McNamee do	33 00	
do 31		R. T. Sutton do	250 00	
do 31		Dry Dock Co. allowance	200 00	
do 31		Diver in Queen's Wharf channel.....	48 00	
do 31		K. Tulley, engineer's fees.....	200 49	
do 31		Check clerk, G. W. F. Shaw.....	66 00	
do 31		do do T. F. Freeman.....	54 00	4,611 49
		ELEVATOR.		
Jan. 1		Amount per ledger folio 408.....		10,250 00
		CHARGES.		
Jan. ..		Commissioners' fees.....	250 00	
		Auditors' fees.....	50 00	300 00
		PRINTING AND STATIONERY.		
Mar. 10		"Mail" account for 250 annual statements.....	17 50	
June 30		do do bill heads and posters.....	7 25	
Dec. 31		Petty cash, ink, pens and stamps.....	11 87	36 62
		SALARIES.		
Dec. 31		Morgan Baldwin, Harbour Master.....	1,200 00	
do 31		C. W. Postlethwaite, Deputy Harbour Master.....	800 00	
do 31		Captain Taylor do do	600 00	2,600 00

STATEMENT of Accounts in Detail—*Continued.*

1891.	LIGHTS, BUOYS AND BEACONS.	\$ cts.	\$ cts.
	Placing and raising buoys.....	56 75	
	Paints and oils, &c.....	9 30	
	Advertising for tenders.....	13 50	
	Gas for lighthouses.....	77 54	
	New water gauge.....	35 00	
	Repairing old gauge.....	26 48	
	Petty cash repairing vane and posting bills.....	4 75	
		223 32	
	By cash from W. W. Department, per contract	100 00	123 32
	OFFICE EXPENSES.		
	Rent.....	520 83	
	Cost of removal.....	12 50	
	Fittings, gas and electric light.....	33 90	
	Year's rental for two telephones.....	94 18	
	Petty cash, water rate, frames, &c.....	20 82	682 23
	BREAKWATER AT QUEEN'S WHARF.		
	Medler & Arnot, per contract.....	37,155 70	
	K. Tulley, engineer's fees.....	1,924 80	
	Check clerk, D. P. ROES.....	528 00	39,598 50

DR	PROFIT AND LOSS.		CR.
1891.	\$ cts.	1891.	\$ cts.
Breakwater at Queen's Wharf.....	39,598 50	Balance per ledger folio 411.....	46,799 36
Dredging.....	4,611 49	Harbour dues for year.....	10,551 82
Salaries.....	2,600 00	Canadian Pacific Railway—Rent.....	6,012 50
Interest.....	1,304 30	Fines, breach of by-laws.....	40 00
Office expenses and rent.....	682 23		
Charges—Comm'rs' and auditors' fees..	300 00		
Insurance.....	128 00		
Lights, buoys and beacons.....	123 32		
Law expenses and solicitors' fees.....	192 82		
Amount written off furniture account..	500 00		
Printing and stationery.....	36 62		
Repairs to house on Queen's Wharf....	21 60		
Address to Lady Macdonald.....	15 00		
Balance to credit of profit and loss....	13,289 80		
	63,403 68		63,403 68

Audited and found correct.

C. B. GRASETT,
W. R. HARRIS,*Auditors.*

TORONTO, 5th January, 1892.

COMPARATIVE STATEMENT.

Goods arrived per Steamer and Vessel for the Years 1890 and 1891.

Description of Goods.	1890.	1891.
General merchandise..... Tons	10,798 $\frac{1}{2}$	11,779 $\frac{1}{2}$
Coal..... do	160,162	162,734
Horses and cattle.....	454	283
Grain..... Bush.	116,850	98,790
Moulding stone..... Tons	5,641	5,375
Building sand..... do	794	543
Laths and hoops.....	100,000	.....
Cordwood..... Cords	564	.....
Lake stone..... Toise	3,172 $\frac{1}{2}$	3,836
Fruit..... Brls.	1,697	9,980
do..... Bxs.	4,223	9,425
do..... Bkts.	75,100	167,760
do..... Bags	59	183
Lumber..... Ft. B.M.	574,540	20,400
Bricks.....	200,000	109,006

COLIN W. POSTLETHWAITE,

Deputy Harbour Master.

TORONTO, 5th January, 1892.

FORTY-FIRST ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto :

GENTLEMEN,—I have the honour to lay before you my annual report for the year 1891.

The ice left the bay on the 16th February, but reformed on the 1st March and people were skating on it the following day. It broke up and the bay was clear of ice on the 20th March and has remained open ever since, the present winter being exceptionally mild.

The first vessel to arrive was the "Coral" with stone, Capt. Blower, who received the customary hat. The last arrival was the prop. "T. D. Stinson," Capt. H. Maitland, from Charlotte with 442 tons coal for the Canada Coal Company, on the 14th December.

The number of arrivals at the port was 2,406, an increase of two over those of last year.

	1891	1890	Increase.	Decrease.
Steamers loaded.....	1,038	1,210	....	172
" light.....	8	1	7	
Propellers loaded.....	137	80	57	
" light.....	114	110	4	
Schooners loaded.....	1,068	960	108	
" light.....	41	43	....	2

The number of vessels wintering in this harbour is 76, viz. : 17 schooners, 12 steamers, 9 steam yachts, 20 sail yachts, 10 ferries and tugs, 8 propellers and barges, 4 dredges and 16 scows.

As will be seen by the accompanying statements the cash receipts for the year, including cash on hand, are \$16,605.49. The ordinary expenditure for the same time was \$10,277.98, showing a credit balance of \$6,327.51.

An extraordinary expenditure on account of the western breakwater, amounting to \$39,598.50, has increased overdraft at the bank from \$7,378.04 on the 1st day of January,

1891, to \$40,649.03 on the 1st January, 1892. The bank holds \$50,000 worth of Harbour Commissioners' debentures as collateral security for this amount.

The quantity of coal received by vessel is 162,734 tons, anthracite. This is an increase of 2,602 tons as compared with last year.

The amount of coal received by rail, as per information obtained from the Custom House, is: bituminous 179,060 tons, anthracite 137,637 tons; total, by rail and vessel, 479,431 tons, an increase on last year's receipts of 18,148½ tons.

The work at the western channel, commenced last fall, has been finished according to the plans and specifications, though I am of the opinion that it needs one more crib at the east end, running south, to prevent the wash in at that point. The contractors, Medler & Arnot, have performed their work satisfactorily.

The commissioners were promised assistance in this work to the amount of \$20,000 by Sir Hector Langevin, but when he left office he omitted to leave any record in his office, which was very embarrassing to the commissioners; but upon laying the matter before the Acting Minister, the Hon. Frank Smith, and soliciting his assistance, he promised the board \$10,000 toward the work this year, and the order for the same, he informed me, some ten or twelve days ago, but so far the commissioners have not received the money.

The water has been very low this year, causing a good deal of trouble in the channels and at the wharves. As many people are under the impression that this state of the water is unprecedented, it may not be uninteresting to give some account of its annual rise and fall since the year 1854.

In the first place I may say that when Captain Richardson, the first harbour master, established his zero point at the Queen's Wharf the water was low, and I understand he did not think it would go lower. There was at that time at the end of the street leading down to the wharf nine feet of water from the surface to the bottom, and at that point he established his zero, and this has been continued ever since though there is not nine feet of water at that point now. From 1854 to 1864 the water kept above zero; in 1865 it reached zero on the 27th December and continued falling until 15th February when it reached 7 inches below; in 1866 the water rose to 20 inches above, on 17th June, fell to 12 above in October, then rose to 38 inches above zero, 17th June, 1867, fell to 5 below, on the 26th December and continued falling until 6th February, 1868, when it had reached 12 below; next year it rose to 18 inches above on 1st July, and fell in December to 1 below; on 5th February, it had fallen another inch, it then began to rise until 28th July when it was 27½ inches above, fell to 14 inches above on 8th November, then rose until it reached the highest we have on record, 47 inches above zero on the 6th May, 1870; fell to 12 above 29th December; fell to 7½ above in February, rose to 26 inches above 4th May, fell to 6½ below 29th December and continued falling until it reached 16½ inches above on the 19th March. It only rose that year, 1872, to 3½ inches above 22nd June, fell on 23rd December to 12½ below, it then rose and on the 26th May was 23 inches above, fell by 22nd November to 5 above, then rose until 11th June when it was 29 above; 30th December it was 5 below, 17th February it was 15 below. Next year the highest water was on the 24th June, 12 inches above; 17th December it was 4 below, then rose and reached 41 inches above on 8th July, fell until February, 1877, to 4½ inches above, rose on the 28th April to 18½ above, fell on 18th November to 1½ below, rose on the 14th December to 25 inches above; the next year, 1879, the water fell on 30th October to 7½ below, rose on the 4th June 19 above, 31st December it was 7 below; 8th July, 1881, the water stood 15 inches above, and on the 7th December 7 below; June, 1882, 29½ above; 7th December, 2 below; 1883, 16th July, 37 inches above; 27th December 11 above; May, 1884, 40 above, 14th November 9 inches above; fell to 4 above on 10th March, rose again to 34 above on 7th August, fell to 23 above 3rd December; then rose and reached its second highest record, 46 inches above zero, on 10th May, 1886; 19th January, 1887, fell to 12½ above and did not fall below zero until November, 1889, when it was 1 below; 21st June, 1890, 37 inches above, then fell 26 inches; this year, 1891, the highest water was 29 inches above on the 2nd May, touched 13½ below on the 16th December and continued below zero for the balance of the year. The average for the year being 11½ above zero.

by the Deputy Minister and Acting Engineer of Public Works, inspected the Breakwater recently and expressed their approval of the work.

During an easterly gale in the autumn, before the work was completed, I counted no less than seven vessels moored alongside the Queen's Wharf, instead of anchoring, as usual, in the lee of the Island, thereby proving that the improvement affords a safe harbour of refuge during easterly gales. I would also remark that the lake level during the month of November was the lowest on record, the average being about nine inches below zero.

In connection with the annual expense of dredging, I would call the attention of the Trust to the following table of sewage discharge, and list of sewers extracted from the report of the City Engineer, Mr. G. Cunningham, dated 23rd November, 1891.

Location of Sewer.	Size of Sewers.	Population.	Cubic Feet per Day.
Garrison Creek.....	7 ft. 6 in. diameter..	39,014	400,450
Yonge Street.....	3 ft. 6 in. x 5 ft.....	17,186	305,683
Fort Rouille Street.....	3 ft. 9 in. x 2 ft. 6 in.	3,168	45,072
Bay Street.....	2 ft. x 3 ft.....	572	24,105
Sherbourne Street.....	2 ft. 6 in. x 5 ft.....	4,595	49,016
Berkeley Street.....	2 ft. x 3 ft.....	1,045	15,682
Dufferin Street.....	3 ft. 9 in. x 2 ft. 6 in.	6,160	82,800
Bathurst Street.....	3 ft. 9 in. x 2 ft. 6 in.	11,125	103,046
Church Street.....	2 ft. 8 in. x 4 ft.....	6,368	96,768
Rosedale Creek.....	6 ft. 6 in. diameter..	8,732	118,440
Parliament Street.....	3 ft. 6 in. x 5 ft.....	9,832	116,395
Cherry Street.....	2 ft. 8 in. x 4 ft.....	11,300	102,153
Queen Street East.....	2 ft. 4 in. x 3 ft. 6 in.	7,238	101,616
Brock Street.....	4 ft. x 5 ft. 6 in.....	14,213	168,624
Simcoe Street.....	4 ft. 3 in. diameter..	19,265	135,043
Eastern Avenue.....	2 ft. x 3 ft.....	1,166	12,720
Carlaw Avenue.....	18 in. diameter.....	1,040	11,520
Smaller drains.....	Various sizes.....	10,933	172,600
Totals.....		181,220	2,150,401

In addition to the above, there are sundry drains discharging into the River Don, which are not mentioned, unless included in the smaller drains in the table of sewage. The discharge of 2,150,401 cubic feet per day amounts to 13,404,415 gallons, about the average daily water supply. According to an estimate made by H. M. Cadell, Esq., of Grange, read before the Royal Scottish Society of Arts, 27th April, 1891, on the International system of water and sewage purification, 1,000,000 gallons of sewage will produce 26 tons of moist sludge, or 3 tons of dried sewage manure. Assuming that about one-third of the city daily discharge would be sewage, say 4,000,000 gallons, the total solid matter discharged into Toronto Bay and vicinity would be about 12 tons per day, or 4,380 tons annually for a population of 181,220. I do not consider this to be an excessive estimate, as the dredging from the various slips and Don Channel this year amounted to about 20,000 cubic yards, and in addition, the city dredged the Yonge, Church, and other slips at the outlets of the sewers, about 5,000 cubic yards, making in all 25,090 cubic yards, a moderate annual estimate.

Owing to the rapidly increasing population of the city, the sewage discharge is becoming a very important and expensive matter. I concur in the opinion expressed by the city engineer in his recent report respecting the reclamation of Ashbridge's Bay, that provision should be made for the construction of the proposed trunk sewer, by means of which the annual sewage discharge would be carried into the lake in an easterly direction, and the bays freed from this unhealthy and foul pollution.

I remain, your obedient servant,

KIVAS TULLY,

Engineer.

A. B. LEE, Esq.,

Chairman Toronto Harbour Commissioners.

APPENDIX No. 20.

REPORT OF THE HARBOUR COMMISSIONERS OF BELLEVILLE FOR THE CALENDAR YEAR ENDED 31st DECEMBER, 1891.

BELLEVILLE, 11th January, 1892.

The Honourable
The Minister of Marine and Fisheries,
Ottawa.

SIR,—The Harbour Commissioners of the city of Belleville beg to submit herewith a statement of the receipts and expenditure in connection with the harbour of Belleville for the year, ending the 31st December, 1891.

It will be observed that the receipts from harbour dues are considerably less than last year for the reasons explained by the harbour master in his annual report enclosed herein.

The death of the late harbour master, Alexander Waters, which occurred early in the year, necessitated the appointment of a successor to that office. The harbour commissioners, after carefully looking into the qualifications of a number of applicants, gave the position to the present officer Daniel Collins, at the annual salary of five hundred dollars.

Mr. Collins has entered into bonds (himself in one thousand dollars and two other sureties of five hundred dollars each) for the faithful performance of his duties.

In continuation of the work for the protection of the shores of Mill Island, which was begun in the autumn of 1890, and designated Mill Island Improvement, the harbour commissioners beg to say that considerable progress has been made during the past year, and that it is now approaching completion.

The work has been done in a substantial and also economical manner, and, they think, will be the means of preventing any further waste from the Island into the harbour.

A description of this work by the superintendent, Mr. W. W. Lee, is herewith enclosed, and which the commissioners trust will meet with your approval.

I have the honour to be, sir,

Your obedient servant,

GEO. WALLBRIDGE,

Chairman Board of Harbour Commissioners, Belleville.

DOMINION OF CANADA, PROVINCE OF ONTARIO, County of Hastings. To wit:	}	I, George Wallbridge, of the city of Belleville, in the County of Hastings, merchant, do solemnly declare:— 1. That I am Chairman of the Harbour Commis- sioners of Belleville.
---	---	--

2. That hereunto annexed is a statement of the receipts and expenditures of the Harbour Commissioners of Belleville for the year ending 31st December, 1891.

3. That the said statement is true and correct as therein set forth.

4. That nothing is wilfully omitted therefrom which should be stated therein, or improperly inserted therein, to the best of my knowledge, information and belief.

And I make this solemn declaration conscientiously believing the same to be true, and by virtue of the "Act respecting Extra-Judicial Oaths."

Declared before me at the city of Belleville,
in the County of Hastings, this 13th
day of January, in the year of our
Lord 1892.

GEO. WALLBRIDGE.

J. PARKER THOMAS,
Notary Public.

STATEMENT of the Receipts and Expenditure of the Harbour Commissioners of
Belleville, for the year ending 31st December, 1891.

Dr.

Cr.

Receipts.	\$ cts.	Expenditure.	\$ cts.
Harbour dues collected for the year, as per Harbour Master's statement...	2,678 29	Piers and buoys—Removing piers from river channel and replacing same, also placing of buoys	168 75
Interest on balance in bank.	81 47	Mill Island Improvement B— Material placed upon island from dredging... ..\$1,662 82	
		Labour act. and supplies .. 593 98	2,256 80
		Salaries— Harbour Master (for 9 mos.) 366 68	
		Tally clerk (passing logs through the booms)..... 109 00	475 68
		Office Expenses— Ground rent (for office)... 5 00	
		Stationery, printing..... 3 95	
		Postage, &c..... 11 45	
		Fuel..... 4 00	24 40
	2,759 76		2,925 63
Balance on hand 1st January, 1891....	3,729 77	Balance on hand (deposited in bank)..	3,563 90
	6,489 53		6,489 53

PROVINCE OF ONTARIO, }
DOMINION OF CANADA, }
County of Hastings. }
To Wit :

In the matter of the Report of the Harbour
Master of the city of Belleville for the year ending
31st December, 1891.

I, Daniel Collins, of the city of Belleville, in the County of Hastings, Harbour
Master, do solemnly delare that :—

- 1. That I am Harbour Master at the city of Belleville.
- 2. That my report hereunto annexed contains a true, correct and full statement of
the revenue from the harbour at the city of Belleville for the year ending on the 31st
December, 1891.
- 3. That the said report is in all other respects true and correct to the best of my
knowledge, information and belief.

And I make this solemn declaration conscientiously believing the same to be true,
and by virtue of the "Act respecting Extra-Judicial Oaths."

Declared before me at the city of Belle-
ville, in the County of Hastings, this
13th day of January, in the year of
our Lord 1892.

D. COLLINS.

J. PARKER THOMAS,
Notary Public.

The Honourable

The Minister of Marine and Fisheries.

SIR,—The undersigned, Harbour Master of the city of Belleville, begs to submit the following report for the year ending 31st December, 1891 :—

Import dues on 14,062 tons coal.....	\$1,406 20
“ “ 3,384 $\frac{1}{4}$ tons gen. mdse.....	338 82
Calling dues on schooners and barges, to 1st July.....	28 00
“ “ steamers, to 1st July.....	102 00
Export dues on 163,084 bush grain.....	203 85
“ “ 342 $\frac{3}{4}$ tons mdse.....	34 28
Harbour dues on logs, &c., passing through boom.....	565 14
	<hr/>
	\$2,678 29
Harbour dues for logs, &c., due by Messrs. Gilmour & Co., Trenton	\$386 60
Total dues from imports.....	\$1,875 02
“ “ exports.....	238 13
“ “ logs, &c.....	951 74
	<hr/>
	\$3,064 89

It will be observed that the dues are considerably less than usual this season. This is largely due to the very low water this season in our rivers preventing the logs, &c., reaching our harbour.

The dues from this source being only \$951.74 as compared with \$1,983.29 last season. Another cause for the decrease in the revenue from the harbour can be accounted for by the large quantities of grain, eggs, and other produce being sent by rail to Montreal for shipment to Great Britain, instead of (as in former years) being sent by vessel to ports in the United States.

As one of the results of opening of the Murray Canal, the large steamers of the Richelieu and Ontario Navigation Co. have during the past season been calling regularly at this port on their trips westward.

On account of the unusually low water, however, some difficulty has arisen with those and other large vessels in entering and leaving the harbour, which may be obviated by dredging ; by so doing it will enable them to make better time and perhaps induce them to call on their trips eastward, which would be a great convenience to the citizens of Belleville.

All of which is respectfully submitted.

I have the honour to be, sir,

Your obedient servant,

D. COLLINS,

Harbour Master.

BELLEVILLE, 31st December, 1891.

BELLEVILLE, 1st January, 1892.

GEO. WALLBRIDGE, Esq.,

Chairman, the Board of Harbour Commissioners,
Belleville, Ont.

DEAR SIR,—Herewith I beg to hand you a report showing work done at Mill Island during year ending 31st December, 1891.

The part completed is about 1,500 lineal feet in length. The uncompleted part is about 500 feet in length.

In forming this embankment for the protection of Mill Island all debris was removed, and the bank proper was built on a solid gravel foundation. This applies to all

the westerly side of the island and around the lower end of the island to station No. 23 on the easterly side.

From station No. 23 on the easterly side going north, we utilized the old 'cribbing for foundation. This was done by removing all debris and stripping all the old cribbing down to extreme low water mark (exceptionally low this season), then removing floor of cribs, and filling the whole crib solid with stone ; the embankment was then built on top of cribbing, the whole forming a very solid and permanent embankment.

The whole of the embankment is still further protected by a heavy rip-rap wall, varying from 5 to 8 feet in width at bottom with an uniform width of 3 feet on top

The incomplete part on easterly side of island is finished on an average of 3 feet 6 inches above low water mark, so that when we can get material this coming season a few days will complete the embankment proper.

Between stations Nos. 13 and 12, on the easterly side of island, the old crib work extends northerly to the extreme north end of island, and thence down the westerly side to station No. 3.

Acting under your instructions, this old crib work will be cleared of all debris and the floor of cribs removed and then filled with stone.

A considerable quantity of the work is already done, beginning at stations 13 and 12, working towards the north end of island.

The old mill has been completely removed, and the suitable stone in same was used for rip-rap, the balance being used to make up the embankment.

All of which is respectfully submitted.

Your obedient servant,
W. W. LEE,
Superintendent.

APPENDIX No. 21.

REPORT OF THE HARBOUR COMMISSIONERS OF THREE RIVERS, FOR THE CALENDAR YEAR ENDED 31ST DECEMBER, 1891.

SECRETARY'S OFFICE,

THREE RIVERS, 15th March, 1892.

SIR,—I have the honour, by the direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the honourable the Minister of Marine, statements of receipts and disbursements of the Commission for the year ended 31st December, 1891; also, a comparative statement of trade and navigation of the port during the same year.

I have the honour to be, sir,

Your obedient servant,

GEORGE BALCER,

Secretary.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

STATEMENT of Receipts and Disbursements.

RECEIPTS.

From the Collector of Customs, Three Rivers—	
Harbour dues on goods, inwards.....	\$ 640 96
do do outwards.....	711 33
Tonnage dues on vessels.....	664 45
Moorage do	112 60
	\$ 2,129 34
Local traffic—	
Harbour dues on goods, inwards.....	\$ 74 83
do do outwards.....	196 02
Tonnage dues on vessels	262 64
Commutation on goods and vessels.....	1,063 00
Rent of wharves and moorage.....	805 34
	2,401 83
Total receipts.....	\$ 4,531 17

EXPENDITURE.

Salaries of officers.....	\$ 1,530 00
Rent, fuel, office expenses and sundries.....	514 08
Printing expenses	63 68
Travelling.....	6 90
Enquête on live stock export trade.....	50 45
Collection refunded.....	282 45
	\$ 2,447 56
Construction and properties' account—	
Interest on Dean's wharf.....	\$ 630 00
Repairs to do	147 22
do Commissioner's wharf.....	446 02
	1,223 24
Total expenditure.....	\$ 3,670 80

DR.		BALANCE SHEET.				CR.	
1891.		\$ cts.	\$ cts.	1891.		\$ cts.	\$ cts.
Jan. 1	Deposit in Bank.....	1,698 75		Dec. 31	Expenses for admin- istration.....	2,165 11	
	Cash on hand	47 84		do 31	Expenses for harbour works	593 24	
			1,746 59	do 31	Interest on Dean's wharf	630 00	
Dec. 31	Harbour dues collect- ed		4,531 17				3,388 35
				do 31	Collection refunded..	2,511 46	282 45
				do 31	Deposit in bank. ...	95 50	
				do 31	Cash on hand.....		2,606 96
			6,277 76				6,277 76

STATEMENT of Number and Tonnage of Sailing Vessels and Steamers entered Inwards
and Outwards at the Customs Port of Three Rivers for the year ending 1891.

Return of Vessels Inwards.			Return of Vessels Outwards.		
Total of vessels arrived.....	No. 21	Tonnage. 23,737	Total of vessels cleared.....	No. 21	Tonnage. 23,737
Number of steamers.....	9	11,283	Number of steamers.	9	11,283
do sailing vessels.....	12	12,454	do sailing vessels.....	12	12,454
Nationality.			Nationality.		
British and Canadian steamers.....	8	9,783	Scandinavian.....	9	9,623
do sailing vessels.	3	2,831	French steamers.....	1	1,500
Sailing from.			Sailing for.		
Inland ports.....	6	8,535	Great Britain.....	16	18,398
Lower Provinces.....	4	4,253	Lower Provinces.....	3	3,002
Great Britain.....	4	4,070	Canadian ports.....	1	1,500
Scandinavian.....	4	3,700	Newfoundland.....	1	837
France.....	2	2,003			
Brazil.....	1	1,176			

LOCAL TRAFFIC.

	Number.	Tonnage.
Bateaux, not registered	202	.....
Schooners.....	14	800
Barges	65	6,391
Steamboats	64	6,815
American barges, canal boats.....	122	11,542
	467	25,548

Richelieu and Ontario Company's steamboats and local boats not included.

	\$	\$
The aggregate volume of trade for 1891 amounted to \$931,000.		
Divided into:—		
Exports		794,496
Imports		136,515
As against a total of \$982,981 in 1890 and \$1,023,692 in 1889.		
The exports are divided as follows:—		
To the United States—		
28,041,000 feet lumber.....	25,233	
431 tons square timber.....	1,658	
12,238,000 shingles.....	25,233	
Telegraph poles.....	2,829	
Laths.....	2,101	
19,000 railroad ties.....	12,978	
Other lumber.....	571	
1,221 cords hemlock bark.....	7,401	
6,138 do pulp wood.....	22,725	
9,676,464 tons wood pulp.....	73,061	
7,090 tons hay.....	63,796	
51 horses.....	5,588	
11,429 sheep.....	31,653	
Wool.....	2,444	
64,331 bushels potatoes.....	30,497	
Hides and furs.....	4,431	
Minerals.....	5,861	
Other products of the farm.....	742	
Household effects and divers.....	8,766	
		569,065
To Great Britain—		
5,578,500 feet pine deals.....	93,574	
13,222,500 do spruce deals.....	118,569	
205,000 do boards.....	4,278	
To Germany—		216,421
Furs.....		4,800
To Newfoundland—		
Horses, provisions and shanty riggings.....		4,200
Total exports.....		794,486
The imports are:—		
From the United States—		
Flour and provisions.....	2,329	
2,650 tons anthracite coal.....	9,743	
Coke.....	2,118	
Pig iron.....	2,160	
Moulders' sand and clay.....	947	
Hardware and machinery.....	3,258	
Railroad implements.....	12,705	
Electric light implements.....	1,516	
Brass, &c.....	540	
Leather and leather goods.....	7,647	
Hides and furs.....	1,022	
Drugs and chemicals.....	3,368	
Paper, books and prints.....	1,449	
Fancy goods.....	1,226	
Dry goods.....	2,267	
Tobacco.....	99	
Settlers' effects.....	15,930	
Divers.....	1,016	
		69,340
From Great Britain—		
Dry goods.....	22,581	
Leather and leather goods.....	6,856	
Military outfits.....	900	
Furs.....	541	
Divers.....	245	
From Lower Provinces—		31,123
9,583 tons coal.....		26,112
From France—		
Books.....	1,870	
Church ornaments.....	260	
Furs.....	1,170	
Fancy goods.....	443	
Brandy.....	575	
Wine.....	153	
Champagne.....	41	
Divers.....	150	
		4,662

		\$	\$
The Imports— <i>Continued</i> .			
From Holland—			
Gin			2,053
From Austria—			
Leather.....	1,210		
Furs.....	520		
Wine.....	75		1,805
From Germany—			
Leather.....	498		
Machinery.....	242		
Fancy goods.....	155		
Wine.....	229		
From Spain—			
Wine.....			1,115
			305
Total imports.....			136,515
RECAPITULATION.			
Exports			794,486
Imports			136,515
Total.....			931,001

The products of the forest and its manufactures exported during the season 1891 amounted in value to about \$650,000.

Out of the total quantity of lumber turned out by our sawmills, the exports amounted to 47,047,000 feet B.M., as against 46,847,000 in 1890, and 42,778,000 in 1889.

Our trade with Great Britain, as to quantity at least, showed a slight decrease during the season, and no direct shipments were made to South America or any other foreign port. The quantity shipped to the United States, however, showed a decided increase.

Unfortunately, for want of sufficient wharf accommodation to meet the requirement of the trade and provide proper piling ground for lumber for export by sea from mills in the vicinity and also from the Ottawa, we were compelled to rely on our own limited resources, and in several instances to forward considerable quantities to other ports for final shipment. The amount of such shipments is not included in our exports.

As sawn lumber was shipped in larger quantities to the United States (28,000,000 feet in 1891, as against 20,000,000 in 1890) and as pulp wood and manufactured pulp increased in volume of export about 33 per cent, there is every prospect that this increase will be maintained and probably exceeded during the season of 1892.

In connection with our exports to the United States an incident occurred, explaining the difficulties of securing direct trade relations with certain foreign countries. A Cuban merchant purchased in the latter part of the season some 700,000 feet of lumber for Cuba and shipped it by canal boats *via* New York. In answer to our remarks as to the cost of such transport, he claimed not only saving in freight from Three Rivers to New York but saving duties as well, as by existing treaties lumber from the United States is admitted free of duty into Cuba, whereas a heavy duty is charged on Canadian lumber.

The very large falling off in our export of hay to the United States—7,090 tons, of the value of \$63,796, as against 31,735 tons valued at \$235,117 in 1890—is rather disappointing. It not only reduces the value of our transaction with the United States, but accounts for the difference in the aggregate volume of our import and export trade; which, otherwise, would show for 1891 a figure never previously attained.

Our chief agricultural staple was thus obliged to seek another market which is found in the requirements for home consumption—especially Montreal: 24,000 tons; Quebec, 4,000 tons; Ontario about 11,000 tons; the lower provinces about 4,000, &c., bringing the shipment up to some 50,000 tons, of the value of about \$450,000.

The transactions in our two principal staples, lumber and hay, thus figure up to more than a million dollars.

The imports of coal from the lower provinces remained about stationary, pending final arrangements with the Canadian Pacific Railway, as to large imports during the coming season.

The other lines of exports maintained their ordinary figures. We may mention that our industrial staples, boots and shoes, gloves, iron castings, silver plating, &c., show a large volume of trade, especially in the sister provinces of the Dominion.

Our glove manufactures, for instance, finding ready sales in all the larger business centres, from Halifax to Vancouver and Victoria on the Pacific.

We may also add that the local trade of our city has been well maintained during the season 1891.

The Canadian Pacific Railway receiving 22,370 tons of goods and shipping 16,860 tons. The Grand Trunk Railway receiving 8,470 tons and shipping 4,600 tons. The Richelieu and Ontario line of steamers, 4,500 and 800 respectively, forming a total of 57,587 tons. Beside the bulk of freight received and shipped by some 300 barges and other river crafts, the exact amount of which can never be fully ascertained.

Respectfully submitted,

GEORGE BALCER,

Secretary-Treasurer Three Rivers Commission.

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 22.

REPORT OF THE PILOTAGE AUTHORITY OF NORTH SYDNEY, C.B., FOR THE YEAR ENDED 31st DECEMBER, 1891.

NORTH SYDNEY, 1st Feb., 1892.

SIR,—I have the honour of enclosing you the Harbour Commissioners' report for 1891, which I trust you will find in order.

I have the honour to be, sir,

Your obedient servant,

GEO. W. WILSON.

WILLIAM SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, C.B.,
FOR 1891.

30th January, 1892.

Hon. CHAS. H. TUPPER, M.P.,
Minister of Marine and Fisheries,
Ottawa.

SIR,—In accordance with the provisions of section 4 of 42 Victoria, chapter 30, we have the honour to submit our report for the year 1891. There is a continued increase in the coal shipments, as will more fully appear by reference to the harbour master's report annexed.

The coal shipments for the harbour last year reached 551,200 tons as against 147,051 tons in 1879. The tonnage arrivals for the year were 515,215 tons, compared with 245,220 in 1879. Of the above tonnage 175,353 tons paid 1 cent per ton dues. The vessels clearing for Victoria, International and Sydney are exempted from harbour dues.

During the year a large quantity of stone was deposited on the eastern side of the deep water works on the North Bar, and a considerable space filled in at a very small cost, which filling tends to protect the harbour from the wash of the North Bar. The commissioners being now in funds purpose repairing the breach between these works and the shore during the coming season.

The receipts and disbursements for 1891 were as follows:—

RECEIPTS.	\$ cts.	DISBURSEMENTS.	\$ cts.
To Cash on hand from last year.....	1,269 23	By Harbour master's salary, G. B. Moffatt	400 00
Receipts from the collector of customs	1,753 53	do boat-hire	50 00
		A. C. Bertram's account, printing...	22 00
		Chas. Cann's acct., handling ballast.	6 75
		Phil. McDonald's account, handling ballast.....	20 25
		John McDonald's account, working on breakwater.....	10 00
		Kenneth McQuinn's account, working on breakwater.....	1 40
		Ed. McDonald, wheelbarrow box....	14 50
		1 shovel.....	0 80
		Stationery, 1 book.....	0 35
		Chairman's account, M. J. Phoran, salary.....	150 00
		J. R. Lithgow's account, for interest.	210 00
		Bank charges, remitting.....	0 52
		Secretary's account, G. H. Dobson, salary.....	250 00
		Treasurer's account, W. H. Moore, commission on \$1,753.53, at 5 per cent.....	87 67
		Balance.....	1,798 52
	3,022 76		3,022 76
To Balance.....	1,798 52		

We have the honour to be, sir,

Your obedient servants,

M. J. PHORAN,
M. C. MOORE,
GEO. H. DOBSON.

HARBOUR MASTER'S REPORT, 1891.

GENTLEMEN,—I hereby submit a comparative statement of arrivals and tonnage of cargoes, orders and steamers for Bunker Coals.

Class of Vessel.	1881.		1882.		1883.		1884.		1885.		1886.		1887.		1888.		1889.		1890.		1891.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Ocean steamers.....	253	250,470	174	178,566	217	212,467	271	240,674	240	226,468	289	241,849	292	280,943	335	259,493	423	372,903	391	339,164	386	352,469
Coasting steamers	55	25,703	128	86,759	178	40,732	121	35,303	71	17,475	77	16,044	82	19,810	160	26,191	86	19,480	90	21,774	82	16,315
Ships	9	11,076	5	5,989	11	10,480	11	13,148	5	5,523	5	7,151	6	7,528	6	8,238	5	6,364	10	16,578	6	7,906
Barques	136	44,753	110	62,380	105	53,157	159	80,039	133	62,827	150	73,219	110	49,056	78	32,010	81	36,921	126	69,407	67	47,001
Brigantines.....	125	25,854	185	45,969	149	36,186	189	36,587	166	33,998	86	19,368	102	18,323	109	18,301	100	18,240	80	17,250	81	17,090
Schooners.....	439	35,226	498	75,829	826	64,878	856	63,429	702	54,226	861	62,988	672	52,868	591	51,272	749	56,895	1118	76,457	899	73,334
Totals.....	1017	410,082	1100	455,492	1486	417,900	1607	469,189	1317	400,557	1468	420,619	1264	428,528	1279	395,505	1444	510,803	1815	540,630	1534	515,215
Number of seamen.....	10,147		11,927		14,279		15,730		15,014		14,803		13,313		15,776		18,846		17,537		16,000	

COAL EXPORTS.

THE following is a Statement of the Coal Shipments from the Harbour, embracing all the Mines, since 1881.

Year.	Sydney Mines.	Victoria.	Inter-national.	Old Bridgeport.	Reserve.	Totals.
1881.....	133,135	.....	78,285	.....	68,884	285,304
1882.....	133,623	.....	102,927	.....	74,432	310,982
1883.....	131,673	154	96,997	.....	104,777	333,601
1884.....	131,339	10,408	80,798	3,045	86,550	312,140
1885.....	105,124	41,066	63,750	12,290	74,183	296,413
1886.....	122,000	46,745	105,590	12,500	84,500	371,335
1887.....	147,000	65,000	103,000	12,000	81,500	408,500
1888.....	130,000	78,000	102,000	25,000	105,000	440,000
1889.....	125,000	88,900	123,666	25,000	106,771	469,337
1890.....	150,000	75,000	135,000	26,000	140,000	526,000
1891.....	144,000	94,000	128,000	32,000	153,200	551,200

PORT OF NORTH SYDNEY.

COMPARATIVE Statement showing the dates of the Closing and Opening of Navigation, also the first Arrival from, and the last Departure to Sea, for the period of eleven years.

Year.	Closing of Navigation.	Opening of Navigation.	Last Departure.	First Arrival.
1881.....	January 22 ...	February 25....	January 19....	April 1
1882.....	do 27....	May 2....	do 24....	May 2
1883.....	do 19....	March 28....	do 17....	April 1
1884.....	do 16....	April 22....	do 16....	do 27
1885.....	do 22....	do 24....	February 15....	do 25
1886.....	February 28....	do 4....	do 15....	do 15
1887.....	do 21....	do 2....	January 27....	do 28
1888.....	January 19....	March 25....	do 16....	do 7
1889.....	February 23....	do 6....	do 27....	March 30
1890.....	do 23....	do 6....	do 27....	do 30
1891.....	January 27....	do 17....	do 17 ...	do 15

The buoys were taken up 5th January, 1891, and put out 22nd May, 1891.

GEO. B. MOFFAT,
Harbour Master.

APPENDIX No. 23.

REPORT OF PORT WARDEN, MONTREAL.

MONTREAL BOARD OF TRADE,
OFFICE, 10 ST. JOHN STREET AND 39 ST. SACRAMENT STREET,
MONTREAL, 6th January, 1892.

Hon. CHAS. H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

SIR,—I have the honour, by direction of the council of this board and in compliance with section 31 of the Act governing the port warden office, 45 Vic., chap. 45, to transmit herewith documents as follows:—

1. The port warden's report for the year 1891.
2. Audited statement of receipts and expenditure of the port warden office for year ended 31st December, 1891.
3. Statement of investments of the port warden surplus funds.

I have the honour to be, sir,

Your obedient servant,

GEO. HADRILL,

Secretary.

OFFICE OF THE PORT WARDEN,
MONTREAL, 31st December, 1891.

The President and Council of the Board of Trade, Montreal :

GENTLEMEN,—I have the honour to lay before you the annual report, with statement of receipts and expenditure, for the year 1891.

Navigation opened on the 28th April with the arrival from sea of the s.s. "Charrington," and on the 28th May the ship "Jan Melchior," the first of the sailing fleet, arrived. Three hundred and fifty-three vessels of all kinds entered at this office, ten less than last year, with, however, an increased tonnage of 5,443, the total being 657,651 tons. The steamship "Cremon" came inwards by the Strait of Belle Isle on the 29th June, the first of the season's fleet by that route, and reported the usual presence of ice. The s.s. "Lake Winnipeg" cleared on the 21st November, the last sea-going vessel to leave the harbour. None of our spring fleet received any material damage by ice, and it is again satisfactory to report that all the vessels loaded here arrived safely at their destination, except one stranded on the Newfoundland coast.

In the duties of my office I have been efficiently aided by my staff, and to the best of my knowledge the work has been done to the satisfaction of the shipping interest.

The shipment of grain has largely increased. There were 12,188,642 bushels wheat, pease, barley, rye and oats, an increase of 8,269,623 over last season, when the shipment was 3,979,019 bushels. The quantity of corn compares unfavourably, the reduction being 2,849,933 bushels, the total amount showing 2,146,577 bushels as against 5,096,510 in 1890. The decrease in lumber is very marked, partly the result of the almost total col

lapse of the South American trade. In 1890 the quantity shipped was 162,565,353 feet, this being the largest output ever made from our port. The decrease this year is 49,289,702 feet, reducing the shipment to 113,275,651.

The number of oxen and horses shipped was 110,169 and of sheep 32,034, a reduction of 9,152 of the former and 10,707 of the latter this season. Butter, meats and cheese are also diminished to the extent of 8,747 tons. Apples show the large increase of 134,482 barrels, and flour 53,933 barrels. Of the former there were, in 1890, 182,263 barrels; of the latter, 533,948 barrels.

The receipts of the office from all sources have decreased \$260.65, the total being \$8,137.44 for the present year and \$8,398.09 for 1890.

Statements are being constantly made to this office by masters of vessels and others interested in shipping, that in other ports the system of lining and its expenses are much less than here. It will be well, therefore, to have this matter looked into and statements asked for from other ports as to what means are used for lining, and also for securing grain by feeders or bags. The record of this office proves our system to be a good one, but if it is more onerous than necessary and is a bar to vessels coming to Montreal it may be advisable to relax some of the provisions of the Act, should your council deem it expedient.

The very tempestuous weather on the Atlantic during the past season has been the cause of much damage to inward goods, this, in a great measure, owing to cargoes being distributed over the much larger size of vessel now employed in the trade. It is, therefore, desirable to call the attention of owners of vessels trading here to the necessity of a more careful system and closer supervision of stowage so as to prevent "shifting," which is the main cause of the damage, and is invariably taken advantage of by "extending the protest," thereby relieving the vessel of responsibility.

The system adopted here in the cattle carrying trade refutes the objections raised by its opponents, as, with the exception of a few vessels which lost heavily during unusually severe weather on the Atlantic, mortality has been very trifling, and will compare favourably with that of any other cattle shipping port.

I am, gentlemen,

Your obedient servant,

JAS. G. SHAW,

Port Warden.

PORT WARDEN'S OFFICE.

Dr.

STATEMENT of Receipts and Expenditure, for year ending 31st December, 1891.

Cr.

	1890.		\$ cts.	\$ cts.	1891.		\$ cts.	\$ cts.
Dec. 31..	To Balance, cash in banks. do in Port Warden's hands.		7,240 99 166 40		Dec 31..	By Paid salaries, &c.— Jas. G. Shaw, Port Warden Geo. W. Morrison, Deputy Port Warden. M. J. Anderson, book-keeper. E. J. Hunt, clerk. Wm. Palmer, boy. Board of Trade secretarial expenses. Port Warden's superannuation allowance— Jas. G. Shaw, Port Warden. Geo. W. Morrison, Dpt. Port Warden. Rent, fuel, taxes, light, &c. Lloyd's registers, &c. Books, printing and stationery. Cab-hire. Miscellaneous expenses. Office furniture Alf. W. Hadrill, auditor.	2,000 00 1,500 00 1,200 00 400 00 70 00 1,000 00 300 00 200 00 498 02 43 24 85 60 118 00 29 30 56 96 60 00	
1891.						Outstanding account. Treasurer, Board of Trade—For investment. Balance, cash in banks. do Port Warden's hands	3,515 91 206 47 3,722 38	
Dec. 31..	Receipts derived as under— 6,293,991 bushels wheat. 1,918,577 do peas. 3,283,289 do rye and barley. 692,785 do oats. 2,146,577 do corn. 155 tons oil cake. 2,888 tons minerals. 597,881 barrels flour and meal. 1,521 do ashes. 316,745 do apples. 110,169 oxen and horses 32,034 sheep. 82,992 tons sundries at 3c. 8,306 do do 2c. 15,363 do phosphate. 113,275,651 feet lumber. Port Warden's fees, inwards. do outwards. Special surveys. Damaged cargo certificates		7,407 39					
	Interest on deposit in Montreal City and District Savings Bank. Cash from Treasurer, Board of Trade— Interest on investments, 1891. City of Montreal Corporation— Bonds matured		8,137 44 175 69 1,566 38 2,000 00					
1892.								19,286 90
Jan. 1..	To Balance.							3,722 38

JAS. G. SHAW,
Port Warden.

E. & O. E.

Audited and found correct.
ALF. W. HADRILL, Auditor.
MONTREAL, 4th January, 1892.

STATEMENT of the investments of the surplus funds of the Port Warden's Office at Montreal, and of interest accruing therefrom, during the year ended 31st December, 1891.

Date.	Investments.	Amount.	Interest.
			\$ cts.
Jan. 12, 1877	Expended \$2,044 in purchase of City of Montreal Corporation Bonds, Nos. 00423, 00424, 00425, 00426—4, at \$500.....	\$2,000 at 6 p. c. for 12 mos.	120 00
	The above bonds matured 1st Nov., 1891, and the proceeds, \$2,000, were deposited in Port Warden's current account.		
Feb. 16, 1880	Expended \$2,380.34 in purchase of Dominion Government Stock	\$2,300 at 4 do ..	92 00
Aug. 16, 1880	Expended \$7,254.11 in purchase of City of Montreal Registered Stock	\$7,000 at 5 do ..	350 00
Apr. 18, 1884	Expended \$5,031.34 in purchase of City of Montreal 4 per cent Registered Stock, Nos. 1720, 1721, 1722, 1723, 1724—5, at \$1,000.....	\$5,000 at 4 do ..	200 00
Mar. 14, 1887	Expended \$10,320.75 in purchase of City of Montreal Consolidated Fund Stock, Class C—100 shares of \$100 each.....	\$10,000 at 4 do ..	400 00
Nov. 2, 1888	Deposited in Merchants Bank of Canada, \$10,000 on Deposit Receipt No. 13,881, at 4 per cent ...	\$10,000 int. from 30th Oct., 1890, to 3rd Nov., 1891..	404 38
	*Temporary loan to Board of Trade Building Fund, consisting of \$5,000 previously on deposit receipt in Merchants Bank, together with accrued interest thereon to 15th Oct., 1890, \$155.62; and interest \$10,000 now on deposit receipt in Merchants Bank, to 30th Oct., 1890, \$327.68.....	\$ 5,483 30	
	*Additional loan to Board of Trade Building Fund, consisting of cheque withdrawn on 18th Nov., 1891, from Port Warden's current account.....	8,000 00	
	Total of surplus fund.....	\$47,783 30 Interest, 1891..	1,566 38

* These loans with the interest thereon will be repaid during 1892.

H. MONTAGUE ALLAN,
Treasurer.
GEORGE HADRILL,
Secretary.

OFFICE MONTREAL BOARD OF TRADE,
5th January, 1892.

APPENDIX No 24.

REPORT OF THE PORT WARDEN AT QUEBEC.

QUEBEC, 18th January, 1892.

SIR,—I beg respectfully to submit a copy of the annual statement of the Port Warden Office for the year 1891, which was also submitted to the Board of Trade on the 14th December, 1891, as required by section 30 of the Port Warden Act.

As you will see it shows a considerable falling off in the earnings of the office. The net earning during 1890 were \$426, while this year they were only \$283, but the report will speak for itself :—

PORT WARDEN'S OFFICE,
QUEBEC, 14th December, 1891.

WM. SMITH, Esq.,
Deputy Minister of Marine and Fisheries,
Ottawa.

SIR,—As required by section 30 of the Port Warden rules, I beg respectfully to submit the following copy of annual statement of the business transacted in the office during the year ending 31st December, 1891, as follows :—

Thirty-nine steamships were surveyed for clearance outwards, after taking on board part cargo at this port, having previously loaded part cargo of grain and other goods at Montreal. Vessels not carrying grain do not come under the Port Warden rules, and therefore are not included in this statement.

Two steamships and nine sailing vessels had their hatches and cargoes surveyed by the request of the captain or agent, on their arrival from sea.

Two steamships were surveyed and valued for general average purpose.

Two steam tugs were surveyed and valued.

One sailing vessel was surveyed and found unfit to go to sea and not worth repairing. She was condemned and afterwards broken up.

One steamship and four sailing vessels were surveyed for seaworthiness and were found fit to proceed to sea.

One steamship was surveyed for damage for stranding, and afterwards for repairs in graving dock where permanent repairs were made.

Two sailing vessels and three lighters were surveyed for collision.

Eight surveys were held on goods landed in a damaged state.

Four lots of goods were surveyed after being saved from a wreck, the s.s. "Circe," totally wrecked on Anticosti; and two surveys were held on wharves, damaged by steamers running into them.

The receipts and expenses of the office were as follows :—

Receipts from all sources.....	\$ 583 00
Expenses of office.....	300 00

Balance net receipts.....	<u>\$ 283 00</u>
---------------------------	------------------

Owing to the dullness of trade and the small number of accidents to vessels in the River St. Lawrence this season, the business of the office has been reduced and the receipts have fallen off from last year to the amount of \$259.

Only two steamships were seriously damaged by stranding this season.

The "Tiber" on the Bird Rocks on the 25th July; she came to Quebec, and was permanently repaired in the graving dock under the Port Warden.

The s.s. "Bangor," stranded on White Island on the 25th August, was brought to Quebec and fully repaired in Mr. G. T. Davie's dock without the Port Warden survey.

Four other steamships were surveyed for grounding or other slight damage, also without the Port Warden survey.

One sailing vessel, the "Rapid," 325 tons, was wrecked at Mille Vaches and was condemned and sold. She was afterwards brought to Quebec and fully repaired and reclaped in Russell's dock.

One steamship and three sailing vessels were totally lost in the gulf and river St. Lawrence this season.

The British s.s. "Circe," $\frac{2313}{1518}$ tons was totally wrecked at Cape East Anticosti, on the 18th July, while on her voyage from Glasgow to Montreal with a general cargo.

The Norwegian barque "Statsrad Langa," 658 tons, was totally wrecked on Bird Rocks on the 27th June, while proceeding from the Saguenay to Melbourne with a cargo of deals.

The Norwegian barque "Nystad," 456 tons, was wrecked at Grand Metis by driving from her moorings ashore while loading, and was condemned and sold.

The Norwegian barque "Anna," 542 tons, was wrecked on S. W. Point Anticosti while proceeding from Quebec to Great Britain with a cargo of timber and deals. She is a total wreck, and the crew returned to Quebec.

The whole respectfully submitted by your humble and obedient servant.

W. SIMONS,

Port Warden

WM. SMITH, Esq.,

Deputy Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 25.

PORT WARDEN'S OFFICE,

HALIFAX, N.S., 31st December, 1891.

SIR,—I have the honour to submit my report for the year ending 31st December, 1891, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held by me on seven steamers and twenty-eight sailing vessels which arrived in a damaged condition during the year. The Argentine barque, "John Black," of Buenos Ayres, put into this port in a leaky condition on 31st October while on a voyage from Brunswick, Ga., bound to Chatham, G.B., with a cargo of pitch pine. Upon examination it was found that the cost of repairing the vessel would exceed her value after the repairs had been effected. The vessel was subsequently sold at auction by direction of the owner. The cargo is still here awaiting instructions from the parties interested as to its disposal. All the other vessels were properly repaired, and those of them bound to other ports with their cargoes have arrived safely.

Fifteen steamers bound to Great Britain loaded grain as a portion of their cargoes during the year. The total amount of grain shipped was: 23,898 bushels of wheat, 331,810 bushels of oats, 79,750 bushels of barley, and 213,209 bushels of pease.

No irregularities in connection with the office occurred during the year.

I have the honour to be, sir,

Your most obedient servant,

DAVID HUNTER,

Port Warden.

WM. SMITH, Esq.,

Deputy Minister of Marine,
Ottawa.

RECEIPTS and Expenditure of the Port Warden, Halifax, N. S., from 1st January
DR. to 31st December, 1891. CR.

	\$ cts.		\$ cts.
To amount of fees received.....	2,145 25	By paid assistants, office expenses, &c.	1,062 87
		Amount reverting to Port Warden.	1,082 38
	2,145 25		2,145 25

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1891.

DAVID HUNTER,

Port Warden.

HALIFAX, N.S., 31st December, 1891.

APPENDIX No. 26.

REPORT OF PORT WARDEN OF BURRARD INLET, B.C., FOR YEAR ENDING 31ST DECEMBER, 1891.

1891.		
Jan. 17.—	Surveyed hatches of s.s. "Abyssinia," and found them in good order.....	\$ 10 00
Feb. 10.—	Surveyed hatches of s.s. "Parthia," and found them in good order.....	10 00
do 12.—	Called to survey on damaged cargo on s.s. "Parthia" on voyage from Yokohama to this port. I found that the cargo was considerably chafed and broken, caused by the rolling of the vessel during a severe storm, which also damaged the vessel to some extent by the shipping of heavy seas, breaking in the after house and causing the decks to leak. I found the cargo well stowed and dunnaged, and consider the vessel not liable, as the whole damage has been caused by stress of weather on the passage to this port.....	16 00
Mar. 6.—	Surveyed hatches of s.s. "Batavia," and found them all in good order.....	10 00
do 3.—	Surveyed hatches of American barque "Spartan," Capt. Anderson, from Manilla, and found all in good order.....	5 00
do 25.—	Surveyed cargo of American barque "Spartan," and found on breaking open of cargo that considerable damage had been done by salt water leaking from the decks; the vessel had been strained badly, more especially around the mainmast, and pump opening seams around bitts and mast-coats and abreast of after-hatch on starboard side; the vessel having been in a severe typhoon in the China seas, and continuous gales during the whole passage, thereby causing the damage. I found the cargo had been well stowed and dunnaged, and every care taken to ensure the safe delivery of the same; the vessel had been well pumped, as no signs of water below had touched the cargo, and I consider the vessel not liable for the damage, as the whole has been caused by stress of weather on the passage to this port.....	16 00
April 28.—	Surveyed hatches of s.s. "Empress of India," and found all in good order.....	10 00

May 9.—	Called to survey cargo on board s.s. "Empress of India"; found the same had been well stowed and dunnaged, and every care taken to deliver in good order; a few of the cases were crushed and broken by the heavy rolling of the ship, but consider her not liable, as the cases are so fragile and easily broken by extra pressure	16 00
May 20.—	Surveyed the hatches of British barque "Ordevic," and found them properly covered and in order	5 00
do 28.—	Surveyed hatches of s.s. "Parthia," and found all in good order	10 00
do 30.—	Surveyed cargo of s.s. "Parthia," and found the same to be well stowed and dunnaged and the cargo delivered in good order and condition, and every care taken in handling to wharf, with the exception of a few cases of China merchandise leaking and slightly broken, but consider the vessel not liable, as the cases are too slight to hold contents	16 00
June 15.—	Surveyed hatches of British ship "Besnard," and found them in good order	5 00
do 23.—	Surveyed hatches of s.s. "Empress of Japan," and found them in good order	10 00
July 20.—	Surveyed hatches of s.s. "Empress of India," and found them in good order	10 00
do 21.—	Surveyed hatches of American ship "J. B. Walker," from Japan, and found them in good order	5 00
Aug. 11.—	Surveyed hatches of s.s. "Parthia," and found them in good order	10 00
do 12.—	Surveyed hatches of the ship "Morayshire," from Glasgow, and found them in good order	5 00
do 13.—	Surveyed hatches of s.s. "Grandholm," of Liverpool, England, and found them in good order	5 00
do 29.—	Surveyed hatches of s.s. "Empress of Japan," and found them in good order	10 00
Sept. 2.—	Surveyed damaged cargo, ex s.s. "Empress of India," from Yokohama, landed in warehouse, and found that a portion of the cargo had been badly stained from sweat, taken out of No. 3 hatch, the whole of which has been unavoidable, on account of the bad weather experienced on the passage to this port, and I consider the vessel not liable, as the cargo has been well stowed and dunnaged and every care taken to deliver in good order	16 00
do 22.—	Surveyed hatches of s.s. "Empress of China," and found them in good order and condition	10 00
do 24.—	Surveyed the hatches of American ship "Benjamin Sewell," on arrival from Japan, and found them properly covered and in good order	5 00
do 24.—	Surveyed wreck of steamer "Alpha," of Vancouver, B.C., and called Captain W. H. Copp to as-	

		sist in said survey. We find the vessel lying nearly submerged at half-tide and her back broken and the timbers completely burned out, the vessel having caught fire, and had to be beached to save the lives of those on board. The vessel is a total loss, and we advised the captain to sell the vessel at public auction, as she then lay, for the benefit of all concerned. The position of the vessel was about one mile from the mouth of False Creek, on the south side of English Bay.....	16 00
Oct.	1.—	That the undersigned were called to hold survey on the American ship "Sewell," Benj. Sewell, master, of Boston, U.S., as she lay at the C.P.R. wharf, Vancouver. We find the vessel had been strained around the fore and main masts, causing a leak from the upper deck, damaging a quantity of chests of tea by water; we also found a number of chests more or less stained from sweat; we consider the vessel was properly matted and dunnaged. We recommend the damaged portion to be separated from the sound and forwarded to its destination, there to be appraised as to the actual amount of damage sustained. We certify that the annexed list is a true and particular account of the marks and numbers of the damaged cargo.....	16 00
		M. W. THAIN, <i>Port Warden.</i>	
		CAPT. GEO. RUDLIN, H. MELLON, <i>Am. Lloyd's Surveyor.</i>	
Oct.	15.—	Surveyed hatches of ss. "Empress of Japan" and found them in good order.....	10 00
do	15.—	I was called to survey the cargo of ss. "Empress of Japan," damaged whilst on the voyage to this port. I found that a number of cases of tea were damaged by water caused by the straining of one of the waste water pipes, and also some cases crushed and broken, caused by the heavy rolling of the vessel encountered in a typhoon whilst on passage to this port. I found the vessel had been well stowed and dunnaged and every care taken to deliver in good order, and I consider the vessel not liable, as the whole damage has been caused by stress of weather.....	16 00
do	20.—	Surveyed hatches of American schooner "Olga," from Yokahama, and found them in good order.....	5 00
do	22.—	That the undersigned were called to survey the American schooner "Olga," Capt. Atwood, from Yokahama, Japan. We find that considerable of her cargo of teas had been damaged by salt water, caused by leakage from	

the deck ; the butts and waterways have been strained between the main and fore hatches, thereby causing the damage. We find that the vessel has been well stowed and matted, and we consider the vessel not liable, as the damage has been caused by stress of weather during the passage to this port, and we advise that the damaged cargo be forwarded to its destination, so as to avoid further loss or deterioration to whom it may concern. Attached find complete list of damaged cargo as per marks and numbers. 16 00

M. W. THAIN,

Port Warden.

CAPT. B. SEWELL,

H. MELLON,

Am. Lloyds' Surveyor.

Oct. 30.—Surveyed the hatches of the American ship “Hecla,” Capt. Cotton, from Japan, and found them properly covered and in good order. 5 00

do 31.—That the undersigned was called to survey the American ship “Hecla,” Capt. Cotton, from Japan, with a cargo of tea. We find that considerable of the cases of tea have been stained by sweatage on the top tiers, caused by want of ventilation as the hatches could not be opened without endangering the cargo, on account of wet and stormy weather. We also found several cases of tea wet by salt water in the lower hold, abreast of main mast, on the starboard side, caused by the straining of channel bolts. We found that the cargo has been well stowed and dunnaged, and consider the vessel not liable, as the whole damage has been caused by stress of weather on the passage to this port, and we advise that the damaged cargo be forwarded to its destination, so as to avoid any further loss to whom it may concern. 16 00

M. W. THAIN,

Port Warden.

H. MELLON,

Am. Lloyds' Surveyor.

Nov. 7.—Surveyed the hatches of the British barque “Hawthornbank,” on arrival from Java, and found the main and after hatches properly covered with tarpaulins and in order; the fore hatch was opened to get gear out. 5 00

do 25.—That I surveyed the hatches of the British ship “Hawthornbank,” Capt. Porter, on arrival from Java with a cargo of sugar; and found the main and after hatches were properly covered and in good order. The fore hatch had been opened to jetson a portion of the cargo, to righten the vessel, she having been

thrown on her beam ends during the passage to this port. I also found the cargo was considerably damaged by salt water from leakage from the decks and waterways, especially on the starboard side; the cement being broken and showing leakage fore and aft. The cargo had settled, causing the baskets to fall through the 'tween deck beams, and causing a great amount of chafage to the same; on breaking out the ground tier, I found the whole of the starboard belge had been washed out with salt water, showing that the vessel had been on her beam ends with at least three feet of water in her hold. I found the vessel had been well matted and dunnaged; and consider the vessel not liable, as the whole damage has been caused by stress of weather; and I would advise a further survey of vessel, to ascertain if any damage was done to vessel, before proceeding to sea again..... 16 00

M. W. THAIN,
Port Warden.

H. MELLON,
Am. Lloyds' Surveyor.

Dec.	2.—Surveyed hatches of s.s. "Empress of China," and found them in good order.....	10 00
do	2.—That I was called to survey damage to cargo on board s.s. "Empress of China." I find that a number of bales of silk had been damaged by water and chafage; the deck abaft number three hatch had been strained, causing them to leak slightly; the vessel having encountered a storm with heavy seas which flooded decks, and stove boats on the port side, and caused an amount of breakage and chafage to the cargo; and as the whole damage has been caused by stress of weather and was unavoidable, and as every care had been taken in the stowage and matting, I consider the vessel not liable, and advise the damaged cargo to be forwarded to its destination, to the account of whom it may concern. 16 00	
	Office rent from 1st January to 31st December, 1891, being 12 months at \$6 per month.....	72 00
	Total.....	\$290 00

M. W. THAIN,
Port Warden.

Declared before me, this 4th day }
of January, 1892. }
HENRY A. MELLON,
J. P.

APPENDIX No. 27.

REPORT OF PORT WARDEN OF VICTORIA, B.C., FOR YEAR ENDED 31ST DECEMBER, 1891.

VICTORIA, B.C., 9th January, 1892.

SIR,—I have the honour herewith to enclose the annual returns for the office of the Harbour Master and Port Warden for the port of Victoria and Esquimalt.

And should any inconvenience have occurred by these returns being late, it is not my fault. I wired in time to get the new forms, but only received one enclosed with a circular from the Deputy Minister of Marine, consequently I had to make the report on the old form.

I have the honour to remain, sir,

Your obedient servant,

M. C. CLARKE,

Harbour Master and Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

VICTORIA, B.C., 9th January, 1892.

The annual report of the Port Warden for the ports of Victoria and Esquimalt for the year ending 31st December, 1891.

Surveys on hatches	\$ 85 00
“ cargoes	210 00
	<hr/>
	\$295 00
	<hr/> <hr/>

W. R. CLARKE,

Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

APPENDIX No. 28.

REPORT OF THE PORT WARDEN OF PICTOU, N.S., FOR THE YEAR ENDED 31st DECEMBER, 1891.

PICTOU, N.S., 31st December, 1891.

SIR,—I have the honour to herewith submit my annual report as Port Warden of this port, for the year ending this date.

Amount of fees received.....	\$92 00
Paid fees to assistants.....	10 00
	<hr/>
	\$82 00
	<hr/>

Respectfully submitted,

DANIEL McDONALD.

Sworn before me at Pictou, this }
31st day of December, A.D. }
1891.

WM. McLAREN, *J. P.*

The Deputy Minister of Marine,
Ottawa.

APPENDIX No. 29.

REPORT OF THE PORT WARDEN OF SYDNEY, C.B., FOR THE YEAR
ENDED 31st DECEMBER, 1891.

RECEIPTS and Expenditure of the Port Warden, Sydney, Cape Breton, from 31st Decem-
ber, 1890 to 1891.

—	Amount.	—	Amount.
	\$ cts.		\$ cts.
For survey on steamers for bunker coals, entered in my office.....	320 00	By fees paid to assistants	90 00
Survey on two steamers damaged	24 00	Office rent and stationery.....	40 00
			130 00
	344 00	Amount reverting to Port Warden.....	214 00
			344 00

I hereby certify that the above is a true and correct statement,
JOHN LOMAY,
Port Warden.

PORT WARDEN'S OFFICE,
SYDNEY, C.B., 31st December, 1891.

SIR,—I have the honour to submit a report of the transactions in connection with
the office of Port Warden at Sydney, Cape Breton, ending the past year.

I have the honour to be, sir,
Your most obedient servant,
JOHN LOMAY,
Port Warden.

Hon. C. H. TUPPER,
Minister of Marine and Fisheries,
Ottawa.

APPENDIX No. 30.

PORT WARDEN'S Report for the Port of St. Andrews, ending 31st December, 1891.

Date.		Amount.
		\$ cts.
February 4th .	Schooner H. R. Emmerson, survey on hatches.....	2 50
do 11...	do Theresa do do	2 50
March 14...	do Hattie King do do	2 50
April 8...	do Energy do do	2 50
do 22...	do Jacota do do	2 50
		12 50

John Wren, Harbour Master, personally appeared before the undersigned at St. Andrews, County of Charlotte, and Province of New Brunswick, and made oath and sayeth that the above account is just and true to the best of his knowledge and belief.

JOHN S. MAYER, J.P.

ST. ANDREWS, N.B., 2nd January, 1892.

APPENDIX No. 31.

REPORT OF PORT WARDEN OF NORTH SYDNEY, C.B., FOR YEAR
ENDED 31st DECEMBER, 1891.

PORT WARDEN'S OFFICE,
NORTH SYDNEY, C.B., 15th January, 1892.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—I have the honour to report as follows :—

During the past season I have held the following surveys :—23 sailing vessels, 9 steamships.

The above vessels were principally arrivals in a damaged condition, and received repairs at this port.

The total fees received were \$386 00

The expenses of the office were..... 50 00

Leaving total net fees received..... \$336 00

I have the honour to be, sir,

Your obedient servant,

DANIEL McKAY,

Port Warden.

APPENDIX No. 32.

REPORT OF THE PORT WARDEN OF PORT HAWKESBURY, FOR THE YEAR ENDED 31st DECEMBER, 1891.

PORT HAWKESBURY, 31st December, 1891.

SIR,—I have the honour to submit my annual report of the doings of this office, accompanied by a statement of the fees collected by me, and also the attendant expenses during the past year. Enclosed please find a list of vessels arriving at this port in a damaged condition on which surveys have been held during the year 1891 just ended.

The damaged vessels were all repaired here and arrived safely at ports of destination.

I have the honour to be, sir,

Your obedient servant,

D. W. HENESEY,

Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

STATEMENT of Receipts and Expenditure of the Port Warden's Office at Port Hawkesbury, for the year ending 31st December, 1891.

Year.	Receipts and Expenditure.	Fees received.	Paid Assistants.
1891.		\$ cts.	\$ cts.
Jan. 9..	To fees for surveys on schooner "Annie Gatz".....	23 00	10 00
May 11..	do do "Cepola".....	13 00	.....
Sept. 11..	do do "Lady Franklin".....	23 00	10 00
do 11..	do do "Soudan".....	23 00	10 00
Oct. 2..	do do "Flora Bell".....	8 00	.....
do 31..	Surveys on cargo of schooner "Clifton".....	15 00	5 00
Dec. 31..	Fees on hull of "Thomas Robertson".....	23 00	10 00
		128 00	45 00

I do hereby certify that the above is a true statement of the receipts and expenditures of the Port Warden's Office of Port Hawkesbury, for the year ending 31st December, 1891.

W. D. HENESEY,

Port Warden.

PORT HAWKESBURY, 31st December, 1891.

A List of the names of Vessels arriving in Distress and Surveyed by the Port Warden at Port Hawkesbury in 1891.

Year.	Name of Vessel.	Rig.	Where from.	Where bound.	Port of Registry.	Description of Cargo.	Master's Name.	Nature of damage received.
1891.								
Jan. 19.	Annie Gatz.	Schooner..	Prince Edward Island.	Halifax	Halifax	Produce..	John Weston...	Was in collision with the schooner "Birdie," of Lunenburg, whilst lying at anchor in Port Hawkesbury.
May 11.	Cepola.	do ..	do ..	Boston.	Shelburne	Potatoes..	Anthony Giffin..	Was damaged by heavy drift ice in the Strait of Canso and was driven ashore and broke her rudder case, chafing her keel and several of her plank on bottom; repaired here on marine railway.
Sept. 11.	Lady Franklin. . .	do ..	Bras d'Or Lake.	Prince Edward Island.	Prince Edward Island.	Ballast....	J. C. Rhude. . .	Was stranded near the lime quarries in Bras d'Or Lake; had nine plank in her bottom badly chafed and about thirty-five feet of false keel gone, and other damage done which was replaced here.
23 do 11.	Soudan.	do ..	Port Wood	St. John's, Nfld.	Halifax	Cattle....	Angus McDonald.	Was driven on shore in Port Wood Harbour, C.B., whilst loading cattle for St. John's, Nfld.; was considerably damaged in hull and rigging; repaired here and proceeded on her voyage.
Oct. 2.	Flora Bell	do ..	Mabou, C.B. . . . .	.....	.....	.....	Gabriel White..	Was stranded at Mabou, C.B.; her damage slight; was repaired here.
do 31.	Clifton.	do ..	Prince Edward Island.	West Indies ...	St. John, N.B..	Oats	A. D. Munro. . .	Damaged by grounding on Cascumpec Bar, P.E.I.; was repaired on marine railway here, and proceeded on her voyage after re-shipping her cargo in good order.
Dec. 31.	Thos. Robertson . .	do ..	Cow Bay.	Prince Edward Island.	Prince Edward Island.	Coal.	Mark C. Bonnell	Grounded on Kelley's Reef, Bras d'Or Lake, C.B., with her cargo of coal; had thirty-five feet of main keel broken; false keel gone; lost one anchor; all her damage repaired here and proceeded on her voyage.

APPENDIX No. 33.

REPORT OF THE PORT WARDEN FOR THE PORT OF CHARLOTTETOWN,
P.E.I., FOR THE YEAR ENDED 31st DECEMBER, 1891.

PORT WARDEN'S OFFICE,

CHARLOTTETOWN, P.E.I., 31st December, 1891.

SIR,—I have the honour to submit my report of the business of my office during the past year.

Navigation remained open this year later than usual, which enabled vessels to load with safety and proceed to sea.

I have much pleasure in stating that the shipment of grain from the Island this season to Europe has been more active than the last four years, and the farmers have disposed of their produce at reasonable prices.

I am pleased to say there has been no loss of any grain-laden vessels from the Island bound to foreign ports this year.

I have the honour to be, sir,

Your obedient servant,

H. P. WELSH,

Port Warden.

WM. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

RECEIPTS and Expenditure of the Port Warden's Office, Charlottetown, P.E.I., for the
year ending 31st December, 1891.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1891.		\$ cts.	1891.		\$ cts.
Dec. 31	To Fees derived from grain-laden vessels.	249 00	Dec. 31	By Expenses of office.....	18 16
	Damaged goods.	5 00		Commission to deputies...	85 00
	Survey on hatches.....	6 00		Balance.....	188 34
	Other surveys.....	31 50			
		291 50			291 50

I hereby certify that the above is a correct statement.

H. P. WELSH,
Port Warden.

APPENDIX No. 34.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of Harbour Masters; the dates of proclamation; the names of the Harbour Masters appointed; the dates of the appointment of Harbour Masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended 31st December, 1891, and the overplus, if any, paid into the credit of the Receiver-General.

PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1891.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Collingwood	3 March, '77	Andrew Lockerbie	3 March, '77	200 00	92 00	.....
Fort William	7 July, '91	J. J. O'Connor	7 July, '91	400 00	217 50	.....
Goderich	28 April, '76	Thomas N. Dancey	22 April, '76	300 00	80 00	.....
Midland	22 July, '82	E. Polkinghorn	22 July, '82	200 00	137 00	.....
Parry Sound	24 March, '83	John Galna	19 March, '83	200 00	103 00	.....
Penetanguishene	2 Feb., '77	Francis Densome	3 June, '81	200 00	28 50	.....
Port Arthur	12 May, '84	J. J. O'Connor	6 July, '91	200 00	56 50	.....
Rondeau	4 May, '78	W. R. Fellowes	17 Dec., '88	100 00	99 70	.....
Southampton	23 Sept., '75	W. H. Johnston	— Oct., '82	100 00	50 00	.....
Sarnia	25 July, '85	Robt. McAdam	3 May, '86	300 00	.....	.....

PROVINCE OF QUEBEC.

Amherst	14 Sept., '78	John Cassidy	2 Sept., '78	200 00	12 00	.....
Bersimis	31 July, '91	E. D. Chase	31 July, '91	200 00	30 00	.....
Carleton	8 Dec., '81	Joseph H. Landry	8 Dec., '81	200 00	.....	.....
Chicoutimi	17 June, '85	Ainsworth Sturton	8 June, '86	200 00	78 50	.....
Gaspé	25 Sept., '74	Francis J. Eden	3 April, '89	500 00	86 50	.....
House Harbour	9 Aug., '87	Peter Bourgue	9 Aug., '87	200 00	19 50	.....
Lachine	19 April, '80	Vacant	22 March, '80	200 00	.....	.....
Matane	19 Oct., '77	G. C. Pelletier	11 Aug., '88	200 00	38 50	.....
Métis	7 Feb., '78	P. F. Leggatt	7 Feb., '78	200 00	30 00	.....
New Carlisle	25 Feb., '89	Digby Smollett	25 Feb., '89	200 00	2 00	.....
New Richmond	15 April, '82	Henry Leblanc	3 April, '82	200 00	25 00	.....
Oak Bay	27 March, '80	Jas. D. Sowerby	22 March, '80	200 00	.....	.....
Paspebiac	12 May, '77	Hugh Christie	22 May, '77	150 00	23 00	.....
Port Daniel	25 March, '89	J. Enright	11 Sept., '90	200 00	2 50	.....
Rimouski	5 March, '77	Jos. St. Laurent	30 May, '78	200 00	9 50	.....
Rivière Ouelle	22 July, '82	Achilles Fraser	22 July, '82	100 00	.....	.....
St. Thomas	2 Jan., '86	Eug. Hammond	21 Dec., '85	200 00	86 50	.....
St. John's	{ Within the Harbour of Montreal. }	Alfred Pinsonneault	8 March, '88	500 00	604 50	104 50
Sorel		Pierre Bellefeuille	20 April, '75	300 00	308 50	8 50

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Continued.*

PROVINCE OF NEW BRUNSWICK.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1891.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Bathurst.....	30 May, '73	James Andrew.....	23 March, '81	200 00	53 00	.....
Black's Harbour and Beaver Harbour.....	22 Sept., '83	E. W. Cross.....	17 Sept., '83	100 00	11 50	.....
Buctouche.....	30 May, '73	Melem Chase.....	30 July, '90	100 00	10 50	.....
Campbelltown.....	30 May, '73	William Mott.....	9 July, '73	200 00	19 50	.....
Campobello.....	30 May, '73	John Benjamin Beatty.....	7 July, '73	100 00	36 00	.....
Caraquet.....	30 May, '73	Louis Poirier.....	17 April, '83	150 00	10 50	.....
Chatham.....	30 May, '73	Wm. Johnston.....	25 June, '79	300 00	309 00	9 00
Cocagne.....	30 May, '73	John Brooks.....	7 July, '73	100 00	2 74	.....
Dalhousie.....	30 May, '73	Wm. Smith.....	19 March, '88	200 00	126 50	.....
Dorchester.....	30 May, '73	E. Palmer.....	11 April, '87	200 00	12 50	.....
Fredericton.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Grand Manan, North.....	18 Sept., '76	James A. Pettis.....	21 May, '88	100 00	.....	.....
Grand Manan, South.....	22 Aug., '89	Abel Wilcox.....	22 Aug., '89	100 00	7 00	.....
Great Shemogue.....	17 May, '75	Fred. Chapman.....	21 May, '88	100 00	1 00	.....
Harvey.....	30 May, '73	H. E. Graves.....	8 July, '84	100 00	41 50	.....
Hillsborough.....	30 May, '91	W. H. Carlisle.....	20 May, '90	150 00	87 50	.....
Hopewell Cape.....	25 Aug., '73	Josiah Christopher.....	25 Aug., '91	200 00	.....	.....
Ledge of St. Stephens.....	30 May, '73	Charles Young.....	22 April, '76	100 00	.....	.....
Letete, &c.....	22 Sept., '83	Jos. Chambers.....	17 Sept., '83	100 00	4 00	.....
Little Shippegan and Miscou Gully.....	1 May, '86	Donald Harper.....	19 April, '86	100 00	6 00	.....
Little Shemogue.....	5 Sept., '88	Fred. Chapman.....	5 Sept., '88	100 00	1 00	.....
Moncton.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Musquash.....	26 March, '74	George Rose.....	16 May, '87	100 00	32 00	.....
Newcastle.....	30 May, '73	John Niven.....	7 July, '73	300 00	166 00	.....
North Joggrins.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Port Elgin & Baie Verte.....	6 Feb., '73	Jacob Silliker.....	6 Feb., '78	200 00	74 00	.....
Pokemouche.....	7 July, '83	Vital Lousier.....	23 June, '83	100 00	.....	.....
Richibucto.....	30 May, '73	James Alexander Jardine.....	11 May, '74	200 00	84 00	.....
Rockland.....	30 May, '73	Vacant.....	.....	.....	.....	.....
Sackville.....	30 May, '73	Alexander Ford.....	28 June, '88	200 00	12 00	.....
St. Andrews.....	30 May, '73	John Wren.....	6 May, '84	100 00	57 00	.....
St. George.....	30 May, '73	Alexander Dick.....	29 Aug., '84	100 00	18 50	.....
St. Martin's and Quaco.....	14 May, '74	Joseph Carson.....	14 May, '74	100 00	8 50	.....
Shediac.....	30 May, '73	Alexander McQueen.....	19 May, '76	300 00	76 50	.....
Shippegan.....	30 May, '73	John DeGrace.....	10 Aug., '80	100 00	8 50	.....
Tracadie.....	7 May, '74	Vital Arceno.....	9 July, '75	100 00	2 50	.....
Waterside.....	.....	Wm. Riley Copp.....	3 Sept., '89	100 00	8 50	.....
West Isles.....	4 Feb., '79	Thos. K. Parker.....	4 Feb., '79	200 00	.....	.....

PROVINCE OF NOVA SCOTIA.

Advocate.....	15 May, '80	Samuel Morris.....	10 May, '80	100 00	9 00	.....
Annapolis.....	12 March, '75	William Cummings.....	16 May, '79	200 00	.....	.....
Apple River.....	14 Aug., '86	Robt. Fields.....	9 Sept., '90	200 00	20 50	.....
Arichat.....	22 April, '79	Francis Marmeau.....	6 May, '84	200 00	40 50	.....
Baddeck.....	23 Sept., '75	Vacant.....	.....	100 00	6 50	.....
Barrington.....	10 July, '82	Thos. L. Banks.....	23 Nov., '85	200 00	23 50	.....
Bayfield.....	11 July, '79	John McDonald.....	11 July, '79	200 00	.....	.....
Bay St. Lawrence.....	21 April, '87	G. Zwicker.....	21 April, '87	200 00	.....	.....
Bear River.....	25 Sept., '74	Robert Austin.....	4 April, '87	100 00	74 50	.....
Beaver Harbour.....	24 July, '80	Henry Hawboldt.....	22 Sept., '88	100 00	4 00	.....
Big Harbour.....	9 June, '83	Donald McKenzie.....	23 May, '83	100 00	.....	.....
Bourgeoisie River.....	1 May, '86	E. C. Bouchie.....	19 April, '86	100 00	9 50	.....
Bridgewater.....	6 May, '74	Joseph Robins Wyman.....	6 May, '74	100 00	10 00	.....

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Continued.*PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1891.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Bras d'Or, including New Campbelltown.....	6 May, '74	A. Livingston	25 Aug., '91	200 00	2 00	.....
Cape Canso	6 June, '76	William Walsh	6 June, '76	100 00	117 00	17 00
Cape Negro or North East Harbou	18 May, '81	A. D. Perry	18 May, '81	200 00	21 50	.....
Chester	8 Sept., '83	Arch. Evans	4 Aug., '83	100 00	15 00	.....
Cheticamp	20 April, '76	Fulgence Ancoin	15 April, '76	100 00	4 50	.....
Clarke's Harbour	1 June, '81	J. B. Brennan	1 June, '81	200 00	14 50	.....
Clementsport	1 May, '77	Thomas Tracey	1 May, '77	100 00	13 00	.....
County Line to Grand Narrows	9 June, '83	Vacant .....	.....	.....	.....	.....
Cow Bay	3 March, '79	Hector McDonald	3 March, '79	400 00	135 00	.....
Crow Harbour	30 Sept., '88	John Ehler	5 May, '90	100 00	.....	.....
D'Escousse	23 Jan., '85	Arthur Pertus	6 March, '90	100 00	38 50	.....
Digby	19 Feb., '78	James A. Hughes	19 Feb., '78	300 00	28 50	.....
East Bay	25 Aug., '83	Donald McInnes	5 April, '86	100 00	.....	.....
Fouchier	22 May, '89	Neil McLean	22 May, '89	100 00	0 50	.....
Gaberouse	3 March, '79	John Wm. Hardy	2 Nov., '86	100 00	2 00	.....
Glasgow and Cape Breton Pier	30 Oct., '89	Angus McQuarrie	30 Oct., '80	300 00	230 50	.....
Halifax	No proclamation required by Act	Edward O'Brien	18 March, '80	1,800 00	1,677 00	.....
Hantsport	27 June, '84	Edward Davison	27 June, '84	225 00	202 50	.....
Ingonish, North Bay of	22 March, '81	William Thompson	24 March, '81	200 00	.....	.....
Ingonish, South Bay of	9 Oct., '84	P. C. Brewer	9 June, '86	100 00	13 00	.....
International Harbour, Sydney	30 Oct., '80	Michael Neville	30 Oct., '80	300 00	320 00	20 00
Isaac's Harbour	30 Oct., '89	Andrew J. Blakely	30 Oct., '89	100 00	24 50	.....
Jeddore	20 Sept., '90	Wm. Jennox	20 Sept., '90	100 00	2 50	.....
Jordan Bay	25 Oct., '76	Matthew Drips McKenzie	25 Oct., '76	150 00	3 50	.....
* LaHave or Getson's Cove	12 March, '75	George Henry Zwicker	25 Feb., '75	300 00	22 00	.....
L'Ardoise, Upper and Lower	22 Aug., '84	George Burke	29 Aug., '84	100 00	1 00	.....
Lingan	12 July, '81	Thomas Laffin	12 July, '81	200 00	.....	.....
Liscombe	18 May, '81	David Rosenheiser	9 Aug., '88	200 00	.....	.....
Little Bras d'Or Lake, between McKay's Point and Grand Narrows	25 April, '84	Peter McLean	25 April, '84	100 00	.....	.....
Little Bras d'Or Lake, from McKay's Point to Washadebuck Rivers	25 April, '84	Alex. J. McNeill	25 April, '84	100 00	.....	.....
Little Glace Bay	3 Aug., '74	E. Douglas Rigby	8 May, '84	200 00	188 00	.....
Little Narrows and Cranberry Point	9 June, '83	Norman Matheson	23 May, '83	100 00	2 00	.....
Liverpool	19 Jan., '77	Wm. A. Kenny	19 Jan., '77	200 00	114 00	.....
Lockeport	18 May, '81	E. A. Capstick	18 May, '81	200 00	44 50	.....
Louisburg	17 March, '79	Louis Dickson	5 Oct., '87	200 00	45 00	.....
Lunenburg	3 Dec., '75	William Heary Begg	3 Dec., '75	150 00	101 50	.....
Mabou	17 July, '80	Finlay Rankin	23 June, '80	100 00	.....	.....
Mahone Bay	16 May, '87	W. A. Pickles	16 May, '87	200 00	25 50	.....
McNair's Cove	12 March, '75	Ronald McEachen	8 March, '75	150 00	.....	.....
Main à Dieu	31 July, '86	John Farrell	21 July, '86	100 00	14 00	.....

* NOTE.—The Harbour Master at LaHave imposed a fine for violation of the Harbour Regulations and deposited the amount \$12, to the credit of the Receiver-General.

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1891.	Amount paid over to Receiver-General.
				\$ cts.	\$ cts.	\$ cts.
Maitland	26 May, '85	Vacant.				
Margaretsville.	26 March, '78	Robert Earley ..	26 March, '78	100 00		
Margaret's Bay	16 July, '75	Francis Peter Boutillier.	9 July, '75	100 00	27 50	
Margaree	12 June, '86	Julian White.	2 Aug., '89	100 00	6 00	
Merigomish.	26 March, '78	W. C. Olding.	26 March, '78	100 00		
Meteghan River	10 Feb., '83	Urbain Doucette ..	31 Jan., '83	100 00	36 00	
McNeil's Harbour.	9 June, '83	A. Hayman.	28 May, '83	100 00		
Musquodoboit.	19 May, '82	David Williams.	19 May, '82	100 00	3 00	
New Haven.	9 June, '83	H. A. McLeod ..	17 Aug., '89	100 00		
Northport.	27 June, '82	John Burns.	27 June, '82	100 00	44 00	
Northwest Cove, Coleman's Cove and Aspotogan Harbour.	22 Dec., '76	Vacant.				
Parrsboro'.	22 Oct., '73	Edward Walter Beaty.	22 Oct., '73	200 00	180 50	
Petite Rivière Bridge.	7 July, '83	Joseph Nelson Parks.	27 April, '88	100 00		
Plaster Harbour.	6 May, '74	Vacant.				
Port George.	1 May, '77	Charles B. Weaver.	1 May, '77	150 00		
Port Greville.	13 March, '80	George Hatfield.	8 April, '91	200 00	5 50	
Port Hawkesbury.	16 July, '75	Daniel Henesey.	9 July, '75	200 00	78 00	
Port Hood.	16 July, '75	John Murphy, jun.	9 July, '75	200 00	2 50	
Port la Tour.	14 April, '81	William Nickerson.	14 April, '81	200 00	3 00	
Port Lorne.	27 March, '86	Samuel Beardsley.	13 March, '86	200 00	1 00	
Port Mulgrave.	8 March, '76	Duncan Gillis.	23 March, '83	200 00	28 50	
Port Medway.	25 June, '79	John W. Hutt.	19 April, '84	200 00	15 00	
Pubnico.	27 Sept., '82	D. Q. Amireau.	27 Sept., '82	100 00	46 50	
Pugwash.	22 Oct., '73	A. A. Stevens.	22 Oct., '73	100 00	51 00	
Ritcey's Cove.	26 Sept., '84	Joseph Ritcey.	29 Sept., '84	100 00	50 50	
River John.	26 March, '78	H. Campbell.	11 June, '91	100 00	1 00	
St. Ann's, including Fuchés Cove.	20 April, '81	Peter McLean.	20 April, '81	200 00		
St. Mary's River.	18 May, '81	James G. Pride.	18 May, '81	200 00	9 00	
St. Peter's.	24 Jan., '81	Peter McNeill.	17 Sept., '83	200 00	84 00	
Sambro.	27 Dec., '79	Ben Smith, sen.	23 Dec., '79	200 00	4 00	
Sheet Harbour.	14 May, '74	Malcolm McFarlane.	6 Dec., '83	150 00	52 00	
Shelburne.	27 Aug., '77	John A. McGowan, jun.	22 Jan., '80	200 00	193 00	
Ship Harbour.	2 June, '84	Conrad Marks.	2 June, '84	100 00	11 00	
Smith's Mountain.	9 June, '83	James McKillop.	28 May, '73	100 00	2 50	
Tatamagouche.	27 Feb., '78	Samuel Hingley.	18 March, '87	200 00	3 50	
Tidnish.	5 July, '82	Charles Fields.	30 June, '84	100 00	28 00	
Torbay and Whitehead.	18 May, '81	O. N. Feltmate.	18 May, '81	200 00	38 00	
Tusket.	18 March, '75	Charles W. Hatfield.	7 March, '87	100 00	6 00	
Victoria Pier, Sydney.	25 July, '84	York H. Barrington.	25 July, '84	200 00	126 50	
Wallace.	22 Oct., '73	Charles E. Kerr.	28 July, '85	100 00	9 50	
West Arichat.	20 Aug., '90	Simon Terrio.	20 Aug., '90	100 00	21 50	
West Bay.	8 May, '84	John McInnes.	8 May, '84	100 00	3 50	
West Port.	8 March, '87	Joseph D. Payson.	8 March, '87	200 00	33 50	
Whycomagh.	29 Oct., '75	Neil McKinnon.	8 Oct., '75	100 00		
Yarmouth.	18 March, '75	Ebenezer Scott.	19 Oct., '77	250 00	245 50	

PROVINCE OF PRINCE EDWARD ISLAND.

Alberton and Cascumpeque.	15 July, '74	Algernon Wells.	18 Dec., '90	200 00	7 50	
Bay Fortune.	10 April, '75	John R. Coffin.	29 April, '78	200 00		
Brudenell.	25 July, '85	John A. Gordon, jun.	25 July, '85	200 00		
Cape Traverse.	23 May, '84	Vacant.				

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF PRINCE EDWARD ISLAND—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1891.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Cardigan River, including Cardigan Bridge..	2 July, '78	Hercules McDonald.....	2 July, '78	200 00	.....	.....
Cardigan River, from head of river to north bank Mitchell River..	2 July, '78	Allan Campbell	14 June, '83	100 00	.....	.....
Cove Head.....	15 May, '80	James D. McMillan.....	15 May, '80	100 00	.....	.....
Charlottetown.....	15 July, '74	David Small.....	17 June, '74	400 00	210 75	.....
Crapaud.....	15 July, '74	Wesley Myers.....	17 June, '74	200 00	4 00	.....
Egmont.....	15 July, '74	George Bollum.....	3 Nov., '85	200 00	.....	.....
Georgetown.....	15 July, '74	Samuel Hemphill.....	1 Dec., '87	200 00	91 00	.....
Grand River..	10 April, '75	Ronald S. McDonald.....	10 April, '75	200 00	.....	.....
Grand River, down to and including Poplar Point and Chapel Wharf.....	10 April, '75	Vacant.....				
Malpeque.....	10 July, '74	Alex. Thomson.....	5 April, '87	200 00	0 50	.....
Miminegash.....	17 April, '80	Michael McElroy.....	12 April, '80	100 00	.....	.....
Montague Bridge.....	15 July, '74	Daniel C. Campbell.....	17 June, '84	200 00	10 00	.....
Murray Harbour..	17 June, '74	Wm. Millar.....	17 June, '74	200 00	.....	.....
Murray River.....	15 July, '74	Hugh McKay.....	8 May, '84	200 00	7 00	.....
New London.....	15 July, '74	George Mackenzie.....	17 June, '74	200 00	3 00	.....
Pinette.....	15 July, '74	Vacant.....			.....	.....
Port Hill.....	15 July, '74	James Ellis.....	17 June, '74	200 00	.....	.....
Pownal.....	10 July, '79	A. A. Moore.....	10 July, '79	100 00	0 50	.....
Rollo Bay.....	10 April, '75	Vacant.....			.....	.....
Rustico.....	17 May, '75	Geo. W. McKay.....	12 April, '81	200 00	7 00	.....
St. Peter's Bay.....	10 April, '75	John McGrath.....	28 June, '87	200 00	.....	.....
Souris, East and West..	10 April, '75	John McCormick.....	25 April, '79	200 00	.....	.....
Summerside.....	15 July, '74	James Grady.....	7 Nov., '87	200 00	43 00	.....
Tignish.....	22 April, '90	Vacant.....			.....	.....
Tracadie.....	17 May, '75	Donald Campbell.....	31 Jan., '81	200 00	1 00	.....
Tryon.....	12 April, '77	Vacant.....			.....	.....
Vernon River Bridge...	19 May, '74	John Finlay.....	9 Oct., '84	200 00	5 00	.....
West River.....	17 May, '75	Vacant.....			.....	.....

PROVINCE OF BRITISH COLUMBIA.

Nanaimo.....	10 April, '75	E. Quennell.....	24 Oct., '84	500 00	633 00	133 00
New Westminster.....	23 Jan., '80	Jas. N. Draper.....	18 Aug., '86	400 00	63 50	.....
Quadra.....	17 April, '77	Vacant.....			.....	.....
Vancouver, including Burrard Inlet.....	22 Feb., '88	M. W. Thane.....	22 Feb., '81	400 00	431 00	31 00
Victoria and Esquimalt.	20 March, '75	W. R. Clarke.....	33 March, '81	600 00	422 00	.....

WM. SMITH,

Deputy Minister of Marine.

OTTAWA, 1st January, 1892.

APPENDIX No. 35.

STATEMENT showing results of certain returns respecting Shipping and Discharging of Seamen, received by the Department of Marine in accordance with the provisions of chapter 74, Consolidated Statutes of Canada, from Shipping Masters throughout the Dominion, for the half-years ended 30th June and 31st December, 1891.

NOTE.—Names printed in italics are Shipping Masters appointed under the Act, the others the Collectors of Customs who act as Shipping Masters.

Q U E B E C.

Name of Port.	Name of County.	Name of Shipping Master.	For Half-year ended 30th June, 1891.			For Half-year ended 31st December, 1891.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Escoumains.....	Bonaventure.....	John Topping.....	Nil.	Nil.	.....	Nil.	Nil.	.....	Nil.	Nil.	.....
Gaspé.....	Gaspé.....	F. G. Eden.....	Nil.	Nil.	.....	32	32	24 10	29	32	24 10
Magdalen Islands.....	Gaspé.....	P. L. Joncas.....	Nil.	Nil.	.....	.....	1	0 30	.....	1	0 30
Montreal.....	Montreal.....	Henry McKay.....	412	330	305 00	1,498	1,226	1,116 80	1,910	1,556	1,421 80
New Carlisle.....	Bonaventure.....	P. C. Beauchesne.....	10	4	6 20	5	7	4 60	15	11	10 80
New Richmond.....	Bonaventure.....	R. W. H. Dimock.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Percé.....	Gaspé.....	W. Flynn.....	Nil.	Nil.	.....	Nil.	Nil.	.....	Nil.	Nil.	.....
Quebec.....	Quebec.....	J. U. Gregory.....	271	56	152 30	433	171	267 80	704	227	420 10
Rimouski.....	Rimouski.....	J. A. Martin.....	Nil.	Nil.	.....	Nil.	Nil.	.....	Nil.	Nil.	.....
St. John's.....	St. John's.....	E. D. Phillips.....	Nil.	Nil.	.....	Nil.	Nil.	.....	Nil.	Nil.	.....
Sorel.....	Richelieu.....	Joseph Mathieu.....	1	13	4 40	.....	1	0 30	1	14	4 70
Three Rivers.....	Three Rivers.....	P. H. Vanasse.....	Nil.	Nil.	.....	.....	2	0 60	.....	2	0 60

NEW BRUNSWICK.

Alma.	Albert.	D. Cleveland.	11	4	6 70	10	7	7 10	21	11	13 80
Bathurst.	Gloucester.	W. J. O'Brien.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Buctouche.	Kent.	J. J. LeBlanc.									
Chatham.	Northumberland.	<i>J. J. Brown</i> .	37	6	20 30	38	28	27 40	75	34	47 70
Cocagne.	Kent.	A. K. Dysart.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Dalhousie.	Restigouche.	W. Montgomery.	5		2 50	Nil.	Nil.		5		2 50
Dorchester.	Westmoreland.	Walter Dobson.	16	2	8 60	36	32	27 60	52	34	36 20
Fredericton.	York.	A. F. Street.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Grand Manan.	Charlotte.	E. A. Calder.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	

Harvey.....	Albert.....	20	6	11 80	8	1	4 30	28	7	16 11
Hillsborough.....	G. Brewster.....	41	9	23 20	27	26	21 30	68	35	44 50
Lepreau.....	John Wallace.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Moncton.....	G. K. Hanson.....	15	4	8 70	22	20	17 00	37	24	25 70
Musquash.....	J. W. Binney.....	7	6	5 30	4	5	3 50	11	11	8 80
New Brandon.....	A. T. Dunn.....	8	Nil.	4 00	20	6	11 80	28	6	15 80
Newcastle.....	F. J. Foley.....	37	12	22 10	14	32	16 60	51	44	38 70
North Sloggins.....	W. A. Park.....	Nil.	1	0 80	7	6	5 30	8	7	6 11
Quaco.....	Rufus C. Ward.....	Nil.	Nil.	2 40	3	10	4 50	3	10	4 50
Richibucto.....	B. V. Johnson.....	3	8	6 40	20	24	17 20	17	11	11 80
Rockland.....	R. C. Ward.....	8	Nil.	4 50	5	10	5 50	14	10	10 00
Sackville.....	W. C. Milner.....	9	1,025	1,122 00	2,117	1,736	1,579 30	3,746	2,761	2,701 30
St. Andrews.....	Samuel Billings.....	Nil.	Nil.	6 10	4	3	2 90	11	4	9 00
St. George.....	James McKay.....	7	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
St. John.....	W. H. Purdy.....	Nil.	1	6 10	4	3	2 90	11	4	9 00
St. Stephens.....	H. Graham.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Shediac.....	W. R. Wood.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Shippegan.....	Henry A. Sormany.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.

NOVA SCOTIA.

Advocate.....	Cumberland.....	18	2	9 60	31	3	16 40	49	5	26 00
Amherst.....	James Ward.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Annapolis.....	W. D. Main.....	50	35	35 50	40	38	31 40	90	73	66 90
Antigonish.....	E. McCormack.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Apple River.....	A. Boyd.....	9	Nil.	4 50	8	8	6 40	17	8	10 90
Arsicourt.....	H. H. Mosher.....	47	19	29 20	37	13	22 40	84	32	51 60
Aspy Bay.....	D. O'C. Madden.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Baddeck.....	D. McDonald.....	6	Nil.	3 00	Nil.	3	0 90	6	3	3 90
Bayfield.....	J. McDonald.....	41	35	31 00	22	30	20 00	63	65	51 00
Beliveau Cove.....	E. G. Randall.....	59	47	43 60	69	49	49 20	128	96	92 80
Beaver River.....	J. V. Stuart.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Bridgetown.....	T. H. Miller.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Bridgewater.....	R. Perry.....	42	17	26 10	60	80	54 00	102	97	80 10
Canada Creek.....	S. H. Ruggles.....	4	3	2 90	4	3	2 90	8	6	5 80
Canso.....	S. W. Rawling.....	7	9	6 20	12	3	6 90	19	12	13 10
Cape Sable Island.....	J. W. Young.....	7	6	5 30	8	2	4 60	15	8	9 90
Clementsport.....	Seth Smith.....	18	6	10 80	16	24	15 20	34	30	26 00
Cornwallis (Canning).....	Chas. Dtmars.....	11	8	7 90	28	23	20 90	22	26	18 80
Cow Bay.....	W. W. Bown.....	2	1	1 30	20	3	10 30	39	31	28 80
Digby.....	J. M. Viets.....	3	Nil.	1 50	3	3	2 40	6	3	3 90
Freeport.....	Isaiah Thurber.....	Nil.	Nil.	Nil.	4	1	2 30	4	1	2 30
French Cross.....	J. E. Orpen.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Great Bras d'Or.....	D. Campbell.....	8	Nil.	4 00	10	9	7 70	18	9	17 70
Guysboro'.....	W. Cameron.....	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.

STATEMENT showing returns respecting Shipping and Discharging Seamen, &c.—*Concluded.*NOVA SCOTIA—*Concluded.*

Name of Port.	Name of County.	Name of Shipping Master.	For half-year ended 30th June, 1891.			For half-year ended 31st December, 1891.			Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipped.	Seamen Discharged.	Amount.	Seamen Shipped.	Seamen Discharged.	Amount.			
Halifax	Halifax	H. Bligh.	1,814	1,263	\$ 1,285 90	1,720	1,341	\$ 1,262 30	3,534	2,604	\$ 2,548 20
Hantsport	Hants	J. W. Lawrence.	42	24	28 20	61	130	69 50	103	154	97 70
Harbour au Bouche.	Antigonish	E. Corbet.	4		2 00	Nil.	Nil.		4		2 00
Harbourville.	King's	Chas. E. Morris	7	3	4 40		6	3 80	11	9	8 20
Isaac Harbour	Guysboro'	J. D. Giffin.	8		4 00	26	10	16 00	34	10	20 00
Joggins	Cumberland	J. Moffatt.	6		3 00	16	7	10 10	22	7	13 10
Jordan Bay	Shelburne	M. D. McKenzie.	Nil.	Nil.		6	4	4 20	6	4	4 20
Lingan	Cape Breton	Matthew Roche.									
Little Bras d'Or.	Cape Breton	P. Collins.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Liscomb	Guysboro'	James Hemlow									
Liverpool.	Queen's	W. A. Kenney.	139	46	82 70	109	69	74 20	248	115	156 90
Lockeport	Shelburne	George Stalker.	130	63	83 90	68	63	52 90	198	126	136 80
Longderry.	Colchester	J. A. Blakie.	2		1 00	6	2	3 60	8	2	4 60
Louisburg	Cape Breton	W. H. McAlpine.	43	14	25 70	28	29	22 70	71	43	48 40
Lunenburg	Lunenburg	William Young.	278	418	264 40	347	321	269 80	625	739	534 20
Mahone Bay	Lunenburg	A. F. Zwicker.	11	14	9 70	48	4	25 20	59	18	34 90
Main à Dieu.	Cape Breton	R. McDougall.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Matland	Hants	Alex. Roy.									
Margaree.	Inverness	M. A. Dunn.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Margaretsville.	Amapolis	D. W. Landers.	8	5	5 50	9	5	6 00	17	10	11 50
Merigomish	Pictou	D. McGregor.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Meteghan	Digby	E. U. Doucet.	41	10	23 50	13	5	8 00	54	15	31 50
North East Harbour	Shelburne	G. B. Swaine.	6		3 00	Nil.	Nil.		6		3 00
North Sydney	Cape Breton	James Armstrong.	61	22	37 10	205	118	137 90	266	140	175 00
Parrsborough	Cumberland	A. S. Townshend	115	84	82 70	227	200	173 50	342	284	256 20
Pictou	Pictou	M. Campbell.	45	8	24 90	72	59	53 70	117	67	78 60
Port Acadia.	Digby	A. Bourneuf.	30	19	20 70	16	7	10 10	46	26	30 80
Port Caledonia and Little Glace Bay	Cape Breton	J. J. Campbell.	51	60	43 50	41	65	40 00	92	125	83 50
Port Gilbert.	Digby	S. Sanderson.	91	47	59 60	109	132	132 10	200	179	153 70
Port Greenville.	Cumberland	James Kerr.	23	2	12 10	4	6	3 80	27	8	15 90
Port Hawkesbury.	Inverness	John Stupledon.	20	14	14 20	25	15	17 00	45	29	31 20
Port Hood.	Inverness	E. D. Tremain.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	
Port la Tour.	Shelburne	J. W. Taylor.	Nil.	Nil.		3	1	1 80	3	1	1 80
Port Lorne	Annapolis	W. Graves.	Nil.	Nil.		Nil.	Nil.		Nil.	Nil.	

Port Medway.....	Queen's.....	42	12	24 60	Nil.	Nil.	Nil.	8	4	5 00
Port Mulgrave.....	Guysboro'.....	8	4	5 00	8	Nil.	3	14	6	8 80
Port William.....	King's.....	6	3	3 90	17	4	3	48	3	24 00
Pubnico.....	Yarmouth.....	31	Nil.	15 50	4	4	2	2 90	2	2 90
Pugwash.....	Cumberland.....	Nil.	Nil.	1 50	4	4	2	2 60	7	4 10
St. Ann's.....	Cape Breton.....	3	Nil.	14 50	3	3	2	2 10	2	16 60
St. Mary's River.....	Guysboro'.....	29	Nil.	14 50	3	3	2	2 10	2	16 60
St. Peter's.....	Richmond.....	Nil.	Nil.	40 90	23	23	32	18 40	46	59 30
Sheet Harbour.....	Halifax.....	68	23	40 90	61	61	32	40 10	42	53 60
Shelburne.....	Shelburne.....	21	10	13 50	29	29	Nil.	14 50	1	22 30
Sydney.....	Cape Breton.....	15	1	7 80	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Thorne's Cove.....	Annapolis.....	Nil.	Nil.	7 80	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Truro.....	Colchester.....	Nil.	Nil.	7 80	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Tatamagouche.....	Colchester.....	Nil.	Nil.	7 80	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
Wallace.....	Cumberland.....	Nil.	Nil.	7 80	16	16	8	10 40	8	10 40
Walton.....	Hants.....	Nil.	Nil.	7 80	19	19	15	14 00	15	22 50
West Arichat.....	Richmond.....	17	15	8 50	51	51	39	37 20	54	77 20
Weymouth.....	Digby.....	71	20	40 00	136	136	56	84 80	76	124 80
Windsor.....	Hants.....	68	20	40 00	Nil.	Nil.	Nil.	378 40	Nil.	674 20
Wilmot.....	Annapolis.....	Nil.	Nil.	295 80	488	488	448	378 40	704	674 20
Wolfville.....	King's.....	438	256	295 80	Nil.	Nil.	Nil.	378 40	704	674 20
Yarmouth.....	Yarmouth.....	438	256	295 80	Nil.	Nil.	Nil.	378 40	704	674 20

PRINCE EDWARD ISLAND.

Casumpec.....	Prince.....	Nil.	Nil.	36 00	Nil.	Nil.	Nil.	Nil.	Nil.	78 00
Charlottetown.....	Queen's.....	54	30	4 70	60	60	40	42 00	70	4 70
Crapaud.....	Queen's.....	7	4	4 70	Nil.	Nil.	Nil.	14 50	16	28 30
Georgetown.....	King's.....	24	6	13 80	23	23	10	14 50	16	28 30
Malpeque.....	Prince.....	Nil.	Nil.	2 50	6	6	3	3 90	3	6 40
Montague Bridge.....	King's.....	5	Nil.	2 00	Nil.	Nil.	Nil.	3 90	3	2 00
Murray Harbour.....	King's.....	4	Nil.	2 00	Nil.	Nil.	Nil.	3 90	3	2 00
Pinette.....	Queen's.....	Nil.	Nil.	2 00	18	18	Nil.	9 00	18	9 00
Port Hill.....	Prince.....	Nil.	Nil.	2 00	Nil.	Nil.	Nil.	9 00	Nil.	9 00
St. Peter's Bay.....	King's.....	Nil.	Nil.	2 00	Nil.	Nil.	Nil.	9 00	Nil.	9 00
Souris.....	King's.....	26	11	16 30	33	33	15	21 00	26	37 30
Summerside.....	Prince.....	Nil.	Nil.	16 30	Nil.	Nil.	Nil.	21 00	Nil.	37 30
Tignish.....	Prince.....	Nil.	Nil.	16 30	Nil.	Nil.	Nil.	21 00	Nil.	37 30
West Cape.....	Prince.....	Nil.	Nil.	16 30	Nil.	Nil.	Nil.	21 00	Nil.	37 30

BRITISH COLUMBIA.

New Westminster.....	New Westminster.....	1	0 30	2	6 10	3	6 40
Vancouver.....	do.....	106	117 80	284	191 20	318	309 00
Victoria.....	Victoria.....	61	354 80	556	205 30	617	560 10

APPENDIX No. 36.

REPORT OF MAJOR GENERAL D. R. CAMERON ON MESSENGER
PIGEONS OF THE DEPARTMENT, AT HALIFAX.

KINGSTON, ONT., 2nd September, 1891.

W. SMITH, Esq.,
Deputy Minister of Marine,
Ottawa.

SIR,—In compliance with the desire of the Hon. Minister of Marine and Fisheries, intimated in your telegram of the 2nd July, I proceeded to Halifax, N.S., on the 27th, to inspect and report on the Department messenger pigeon loft there

I arrived at Halifax at midnight on the 28th July and left again on the night of the 7th August.

I have now the honour to report as follows:—

The stock of pigeons with which the loft was established consisted of young birds hatched last year, 17 imported from England and 6 presented at a later date by the Count de Bury, of St. John, New Brunswick. These were received at the loft last year, three others from England having died either in transit or immediately after arrival from England *via* Quebec.

On taking stock, I found 41 birds in the loft—including 38 in full plumage and 3 nestling squabs. At the time there were probably a few absentees out of the loft in the neighbourhood.

Of those birds I found only 11 had been marked with the special leg bands supplied for the loft, viz.:—H1, blue chequer; H5, blue; H6, black; H7, blue chequer; H10, blue chequer; H12, blue chequer; H13, blue; H14, blue; H16, blue chequer; H21, blue chequer, and H26, silver dun.

The intermediate numbers, 2, 3, 4, 8, 9, 11, 15, 17, 18, 19, 20, 22, 23, 24 and 25 were not found on birds, and of the remaining leg bands, 27 to 50, supplied to the loft, No. 27 was deficient.

Assuming that the bands from 1 to 27 inclusive had been used, 16 birds were missing at stock-taking from amongst the 27 banded birds only. This is a very excessive loss—even allowing liberally for deaths, accidents and birds out of the loft. As I partially checked the numbers present on two subsequent occasions, and found none which I had not counted before, I think it unlikely that more than two or three birds, if any, were excluded from the loft and its cage while I first counted them.

Exclusive of the three nestlings, two at least of which were of an age to have had bands placed on their legs, there were 27 birds of full plumage without bands, although there were 23 unused bands—from 28 to 50—available.

The use of the stock book had been entirely neglected, no entry appearing in it after those of the birds imported from England, of which I had made entries before transmitting the book to Halifax.

It is therefore impossible to ascertain what number of casualties have happened since the loft was established, nor to distinguish imported birds, and those received from Count de Bury, from birds bred in the loft, nor to tell the pedigree of any of them.

No record has been kept of the training to which birds have been subjected, so that no system can have been followed in this important particular. With the excep-

tion of Mr. Neal, the storekeeper, knowing that Nos. H1, H5 and H7 had been flown from Ship Harbour, there was no information as to the age, sex and distances and dates of training flights with respect to any of the birds; thus it happened that when I desired to send some birds out seaward I was reduced to taking them at hap-hazard, without regard to age or previous training.

While some of the unsatisfactory results may be due to absence of proper attention, I think it is mainly due to the circumstance that Mr. Downs—who is officially responsible, and alone receives remuneration in connection with the loft—with all his desire to make progress and his great experience and interest in all that concerns natural history, is not physically fitted, at his age, to do what is needed.

Storekeeper Neal is constantly present in the neighbourhood of the loft in discharge of his regular duties; he is active, attentive and assiduous, and has ample opportunity for looking after the birds and training them.

For these reasons I submit that it is desirable that Mr. Downs should be relieved of the charge of the loft and sole control transferred to Storekeeper Neal, to whose pay some addition—say \$1 a week—should be made.

Before leaving the subject of the stock book and training record I would note the objects they serve:

In the stock book are ready headed columns for loft number, the birds' individual distinguishing marks, their sex, colour, date of hatching, pedigree, source whence obtained, manner of disposal, by death, sale, gift, &c., cost, price, if sold, and remarks.

This book thus furnishes the means of checking the contents of the loft and of distinguishing individual birds to enable selections to be made of such as are best fitted for work in connection with the training records.

The training records are most simply formed by a number of vertical parallel columns, the first column being headed "loft number," the second "band number," the third "colour" and the rest left unheaded, to be filled in as required.

Under the headings of the first, second and third columns are successively entered the data given in the corresponding columns of the stock book.

In the fourth and subsequent columns, when a bird is sent out for training, a figure 1 is placed opposite its loft number and the column is headed with a note of the date, place and distance to which the bird has been sent.

All birds sent on the same date to the same distance and place for training flight are entered in the same column under the same heading.

I annex an illustrative form of a training sheet.

In training birds they are sent to successively greater distances from their loft for liberation. It is most desirable that special attention should be paid to this with regard to very young birds whose training is just being commenced.

The successive distances should be approximately in miles:

1	
$\frac{1}{4}$	
1	
3	
10	
20	Followed by increases of from 25 to 50 miles up to 200.
35	
50	
75	
100	

Without the record sheet and stock book, it is apparent no such system in training can be followed, for not only would there then be no means of knowing what flights any individual bird had taken previously, but it would be almost impossible for a loft-keeper to distinguish, with a few exceptions, individual birds.

Moreover, it is desirable to discard birds which prove themselves inefficient, both on account of their individual worthlessness and the risk of their propagating their bad qualities by breeding in the loft. But discarding cannot be intelligently acted on without the stock book and training record sheet data.

In its earlier lesson—up to, say, 50 miles—a young bird may occasionally miss returning to its loft for many days. If on reference to the stock book it be found that birds of the same pedigree have turned out badly, the bird should be got rid of. On the other hand if the stock book reference shows nothing adverse, then the training of the bird may well be continued, for the delay in its return may have been due to accidental hindrances of wind, weather, injury, &c., and its ultimate return strong evidence of its being possessed of highly valuable dogged perseverance. Birds have been known to return when deprived of the use of one wing over long distances.

Such a pigeon might afterwards be invaluable for breeding purposes.

The loft is an exceptionally good one. In a few respects, however, it needs improvement.

At present, entrance to the loft is obtained through a floor trap door. This arrangement is very objectionable.

Avoidance of alarming the pigeons is always to be observed, but, just at the very time when this is most essential, when the loft-keeper is entering to make notes or to get some particular birds for training, the mysterious lifting of a part of the loft floor and the intrusion of a man's head and body set the whole of the birds in a flutter.

The defect may be simply and easily remedied by making a doorway through the partition wall, and moving the ladder a few feet from the present floor trap door so as to give approach to the new partition door. In this new door there should be a window, wire net covered on the inside, both to enable the loft keeper to see into the loft, and to allow of the birds observing that they are being visited before the door is opened.

The roosting places were not suitably arranged.

Messenger pigeons, if not all pigeons, claim individual property in roosting places; but those I found in the loft, contrary to the explanations and drawings I had supplied, were made as continuous rails supported by uprights from floor to ceiling. This arrangement not only leads to constant and bitter fighting amongst the birds, but makes it extremely difficult to get hold of the birds when they are being checked or sent out for training, and exposes them to injury when flying in the loft.

These uprights and rails should be entirely removed, and perches 5 inches long by $1\frac{1}{2}$ inches broad secured to the walls and other available points, avoiding doorways, &c., substituted.

There should be at least two-thirds as many perches as there are pigeons in the loft.

The supply of suitable earthenware nest pans was insufficient. The nest boxes should be in readiness at all times.

Straw has been used for the birds' nests. No straw should be admitted into the loft. A liberal supply of sawdust should be substituted.

Straw is unnatural nesting material for pigeons—harbours vermin and is otherwise most uncleanly, for it mats and decomposes when affected by the bird's droppings—adheres to their eggs and to the nestlings, causing many casualties amongst them.

Sawdust, although not a natural nesting material, is acceptable to pigeons—harbours no insects, is cleanly and wholesome.

Both the floors of the nest boxes and the floors of the whole loft should be also well and liberally covered with sawdust. A light superficial raking of the sawdust once a week serves to clear off the birds' droppings and to maintain a pure atmosphere in the loft.

The omission of this precaution results, as I found, in the droppings becoming firmly adherent to the loft floor, and offensive.

The loft should be whitewashed once a year, in autumn.

The airing cage in connexion with the prisoners' compartment of the loft needs raising and being made accessible from the interior of the loft, for cleaning. It is also necessary to arrange for the interior of the cage being visible throughout from the interior of the loft. This may be done by the insertion of a pane of glass in the wall of the loft.

The "bob wires," or means of shutting or opening the pigeon's entrance to and exit of the loft, are inefficient; in fact a dropping door and a sliding door have been substituted, improperly, for "bob wires."

The object served by "bob wires" is at discretion either to shut the pigeons without the loft, while admitting those that may be outside to enter; to exclude any from coming in or passing out, or to leave the passage free in both directions.

The passage-way should be from 6 to 9 inches high, and from $4\frac{1}{2}$ to 5 inches broad, the breadth of the opening being divided into three equal spaces by the two ends of a twice rectangularly bent stiff wire, hanging vertically from staples at the upper edge of the passage-way.

The staples and wire are so adjusted that the wire may swing freely inwards or outwards, but not move laterally.

If a cleat be now permanently placed across the bottom of the passage-way outside it will serve to prevent the wires swinging outwards, but will admit of their swinging freely inwards. Thus arranged, birds, by pressing from the outside, may enter the loft, but cannot pass outwards.

To close the passage against ingress or egress a removable cleat—otherwise corresponding to the outside permanently fixed cleat—is placed, when desired, against the inside of the wires.

To clear the passage-way of obstruction by the wires, so that birds may pass inwards or outwards at pleasure, the staples supporting the wire are driven into a piece of wood which is so arranged as to be capable of being slid upwards or downwards. A cord is attached to the upper part of this piece of wood, passed over a small pulley fixed above and thence led through a hole in the floor to the chamber beneath the loft. On pulling this cord downwards the pendant bob-wires will be raised clear of the cleats, or even clear of the whole passage-way as desired, and the birds be thus afforded freedom to pass inwards or outwards.

Occasionally it is well to raise the wire clear altogether of the passage-way, but at other times it should be lowered so as to swing only just clear of the cleats. This arrangement is with a view to accustoming the birds to make use of the entrance when the wire is down, because, on the receipt of messages conveyed by pigeons, the birds have to pass into their loft while the bob-wire is arranged to admit of their entrance, but to prevent their exit. If the birds are not accustomed to push the wires inwards on entering the loft their entrance and capture may be much delayed when they arrive with messages.

It was observed that a net, something in the nature of a butterfly net, or a landing net, was in the loft for use in catching pigeons.

Such a contrivance should never be used, at least in a messenger pigeon loft where there is constant recurring occasion for catching birds. The use of the net terrifies, not merely the bird hunted, but all others in the loft, and this at a time when there is every reason to avoid alarming them in handling.

If the loft be thoroughly darkened, and then only so much light admitted by shutter or lamp arrangement as may be just sufficient to enable the loft keeper to see, the birds will remain quietly on their roosts while being taken in the keeper's hands; and if the keeper avoids hurry, sudden movements and discomfort to the birds in holding them, these will soon learn to submit quietly to capture and handling.

The shutter fitting of the loft is defective. When closed the shutters do not exclude the light, and although not essential it would be desirable to have them so arranged as to be capable of being operated from the chamber below the loft, similarly to the bob-wire fitting, with a view to the loft being darkened and the birds allowed to roost quietly for a short time before the keeper entered for stock-taking, or catching birds to send out for training.

Provision should be made for regularly supplying the pigeons with peas—small field peas—or with vetches, as food.

I found that whole Indian corn was being provided, a difficulty having been experienced in procuring peas or vetches.

Whole Indian corn is too large for very young birds to swallow or digest, and when parents have no other food to give to their young, these are sometimes choked, or waste away and die in a few days after hatching.

For the breeding birds a small portion of hard wheat may be supplied with the peas; and under any circumstances, if resort must be had to Indian corn, the corn should be broken up.

For a time, say two months, I recommend that a little hempseed be mixed with their food.

At the elevator, in the immediate neighbourhood of the pigeon loft, the birds have found more attractive grain than in their own loft, and have acquired to some degree the habit of resorting there with flocks of common house pigeons from the town. I understand that at the elevator both wheat and peas have been procurable by the birds.

Hempseed, not to be used as a regular diet for which it is unsuitable, is passionately liked by pigeons. By mixing some with the peas, vetch and wheat to be furnished in the loft, the department birds may be weaned back from the habit some have acquired of frequenting the elevator and consorting with common house pigeons there.

The quantity of hempseed used should be gradually reduced, so as to be discontinued after two months' use without attracting the birds' attention.

At St. John, New Brunswick, I ascertained that Messrs. Jardine & Co., Prince William St., can always supply peas and vetches. Possibly, however, they may be obtained more cheaply at other places where Government transport is available.

I found the birds' food scattered on the floor of the loft. This is an objectionable method of feeding birds. It exposes the food to be soiled by the birds' droppings, is unwholesome, uncleanly and wasteful. The food should be in receptacles which admit of the birds' feeding without walking amongst the grain or soiling it. Similarly the drinking water supply should be protected against pollution; also a mixture of salt, sharp sand and old mortar in a separate receptacle.

I have already referred to the inefficiency of the past training of the birds. No system had been followed and no bird had been flown from seaward, whereas it might reasonably have been expected that by the end of last June at the latest, some birds at least might have been trained as far seaward as Sable Island—the objective of the loft.

I found the agents of the Cunard and Allan lines of steamers, Furniss line and coast lines—Messrs. Francklyn, Pickford & Black, and Corbett—very ready to offer any assistance in their power towards training the birds.

In addition to these specially valuable facilities, the Dartmouth ferry boat and the "Royal Engineer" harbour works steamer—the latter making three trips daily to outer parts of the harbour—afford opportunities for the training of young birds such as could not be excelled anywhere for convenience and efficiency; but neither the ferry boat, the engineer boat, the coast line steamer nor the ocean steamers had been made use of, although gratuitously available for training flights daily or tri-weekly.

During my stay at Halifax I twice availed myself of ocean-going steamers to send birds—16 in all—seaward towards Sable Island, and I met with not the least difficulty or hindrance in despatching the birds. A line of tram cars runs from close to the pigeon loft to near each of the wharves, whence the birds may be sent out.

Through Mr. Francklyn of the Allan Line I received a report of the behaviour of six birds taken out by Captain Hughes of the "Nova Scotian" on the 3rd August, to be released at 2.45 p.m. The vessel sailed from Halifax at noon. Captain Hughes wrote from Newfoundland.

It has already been mentioned that except in the case of three birds which Mr. Neal stated had been flown overland from Ship Harbour, nothing was known of the training of any others, but none had previously been sent seaward or released from on board ship.

Under these circumstances, and with the imperfect arrangement for trapping birds on their return to the loft, the results are not quite definite; nevertheless they are, in a

measure, quite satisfactory as affording evidence of what may be and might have been accomplished by efficient training.

Of the six birds released at 2.45 p.m., at a distance of 23.61 statute miles, only two left the ship directly.

Of these, one was noted at its loft at 3.20 p.m., having accomplished the flight at the rate of rather more than $40\frac{1}{2}$ miles an hour.

A second bird was noted at the loft at 4 p.m. Assuming that this was the other bird, it had flown the same distance at the rate of $18\frac{8}{10}$ statute miles an hour.

Three other birds left the ship at 3.50 and 4 p.m., and one was noted at its loft a few minutes before 6 p.m. It was at a distance of 34.55 miles from George's Island when it started homeward. It, therefore, accomplished its flight at the rate of 17.27 miles an hour.

It is most probable that the first bird to return was one which had been trained from Ship Harbour. Its colour confirmed this view. The second and third birds may also have been out to Ship Harbour, but, as they could not be trapped, this is very uncertain.

The novelty of being released far out at sea from a steamer for a first time may well account for the birds being very irregular in starting and in arriving at home.

They left the vessel :

	P.M.
(a.) 2 at 23.61 statute miles out at.....	2.45
(b.) 2 at 34.55 do	3.50
(c.) 1 at 36.28 do	4.00
(d.) 1 at 52.96 do	6.00

The bird which arrived at home at 4 p.m. could not have been one of (b); it, therefore, must have been one of (a).

The bird which came in a few minutes before 6 p.m. must have been one of the three (b) and (c) which left the vessel within ten minutes of one another, and within a distance of $1\frac{3}{4}$ miles of one another.

The distances are given as measured from the vessel direct to George's Island, not to the loft.

Watch for the birds was interrupted between 5 and 6 p.m. and not continued afterwards, as their irregularity in leaving the vessel had not been anticipated.

In view of the lateness in the season, I would recommend training seaward should not be extended beyond the mouth of the harbour—say ten miles from the loft—until May next year, and that the training meantime should be limited to young birds between three months and eight months of age and such as are not breeding amongst the older ones.

In the course of ten weeks from the commencement of training next year all the birds worked should be in readiness for use in flying from Sable Island to their loft at Halifax whenever it may be desirable to use them. This estimate is based upon very gradual training stages and intervals of rest of liberal duration with allowance for inclement weather and other interruptions applicable to all birds of six months of age or more, thus :—

	Intervals between days.
1st training, $\frac{1}{4}$ mile.....	0
2nd do 1 do	1
3rd do 3 do	1
10 do	2
20 do	2
35 do	3
50 do	5
75 do	5
100 do	5
125 do	7

	Intervals between days.
150 miles	7
175 do	7
200 do	7
	<hr/> 52
Allowance for interruption	18
	<hr/>
Total	70
	<hr/>

The officers of the Imperial service at Halifax engaged in preparing a scheme for the defence of Halifax and its neighbourhood—Colonel Goldie, assistant Adjutant General and Major Waldron, R.A., on the staff of the general officer commanding, as well as the Royal Engineer officer at the head of the signalling department—Captain Dopping-Hepenstal—took much interest in the subject of messenger pigeons, hoping that they may be made available for communication between look-out stations at lighthouses on islands and the mainland—a matter of difficulty at present and of much importance in war time. It is most probable that these officers would be found ready to heartily co-operate in carrying out experiments with pigeons, and I think it not unlikely that on representations being made to the general officer commanding, he would be willing to detail a non-commissioned officer to either take charge of or to assist in working the pigeon loft on the condition that efforts should be made to utilize the birds for the defence scheme as well as for Sable Island use.

In the north-easterly direction along the coast the training of birds for Sable Island would, to a large extent, cover the requirements of the defence scheme in connection with look-out stations at lighthouses, &c.

In conclusion I beg to remark, that although the results hoped for by me are as yet far short of having been attained by the Halifax department loft, their feasibility is beyond doubt, from the experience of European nations. In all the leading continental countries the greatest attention is being paid to the development of complete systems of inland and coastal systems of pigeon communication by both the military and naval authorities. It is said that the French Government alone can control the services of a quarter of a million of birds trained systematically for military and naval purposes.

I have the honour to be, sir,
Your most obedient servant,
D. R. CAMERON,
Major-General.

APPENDIX No. 37.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian waters, and to Canadian Sea-going Vessels in other waters, for twelve months ended 31st December, 1891.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												
Jan. 9	Almeda.....	9	St. John, N.B.	Schooner, wood, sail.	84	St. John to Salem, Mass.	North River, Salem, Mass.	Grounded on theebb tide and listed off.	.....	.....	Partial..	\$ 200
do 1	Annie C. Hall.	8	Gloucester, Mass.	do ..	.....	Gloucester, fishing.....	Hart's Island, north entrance to Canso Harbour.	Anchored in Chedabucto Bay; ice cut her hawser and put her on Hart's Island.	.....	.....	do ..	1,000 Cargo, 100
Feb. 2	Arill	11	St. John, N.B.	do ..	90	Victoria to Clayognot.	Pedder Bay, Metcho- sin, B.C.	Cables parted and went ashore; con- demned and sold.	.....	.....	Total...	6,000 Cargo, 500
Jan. 20	Adria	19	do ..	do ..	194	Lunenburg to New York.	22 miles south-west of Cape Sable.	A heavy sea, boarded vessel, breaking wheel and other dam- age.	.....	.....	Partial..	50
April 9	Arbutus. . . .	2	Liverpool, N.S.	do ..	79	Liverpool to Boston, Mass.	Barrington Passage...	Stranding; no buoy on ledge.	.....	.....	do ..	1,200 Cargo, 500
do 22	Anglesia.....	21	Quebec.....	Steamer, wood.	97	Quebec Harbour....	Louise Basin.....	Sprung a leak unexpectedly.	.....	.....	Partial..	25
Jan. 17	Antoinette....	17	St. John, N.B.	Barque, wood, sail.	1125	Montevideo to Valpar. also.	37° 10' S.; 65° 0' W. Pacific Ocean.	Continuous gales; vessel stranded, &c.	.....	.....	do ..	7,000

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												
April 7	A. T.	7	Annapolis	Schooner, wood, sail.	123	San Domingo to New York.	300 miles off Cape Hatteras.	Heavy gale, lost spars and rigging and sprung a leak; towed into Bermuda.	.....	.....	Partial..	\$ Cargo
Mar. 12	Adele.	14	do	do ..	50	Victoria, B.C., sealing.	Haslem Harbour, B.C., to Queen Charlotte Sound.	Driven ashore in a gale of wind.	.....	.....	Total...	4,000
May 16	Ardella.	9	Shelburne, N.S.	do ..	93	Lockeport, fishing.....	Green Island, St. Peter's Bay, C.B.	Stranding; thick fog.	.....	.....	Total...	4,250 Carg. 2,500
June 8	Alice S.	24	Parrsboro, N.S.	do ..	69	Joggins to Parrsboro'.	Apple River.	Vessel struck by a squall; lost anchor and chains, and broke main boom.	.....	.....	Partial..	120
do 11	Atlanta.	14	do ..	do ..	37	Parrsboro' to Advocate	Parrsboro' Harbour...	Vessel caught on a wharf and filled.	.....	.....	do ..	200
do 17	Odak Damon.	16	Provincetown, Mass.	do ..	96	Provincetown, Mass., fishing.	Blonde Rock, near Seal Island.	Miscalculated distance and struck on Blonde Rock; came off and put into Yarmouth for repairs.	.....	.....	do ..	625
Aug. 18	Advance.	3	St. John, N.B.	do ..	99	St. John to Vineyard Haven.	Vineyard Sound.....	Master of "H. B. Ogden" ran into her.	.....	.....	do ..	300
Oct. 13	Allego I.	20	Lunenburg, N.S.	Barque, wood, sail.	173	Foyal.....	Santa Cruz.	Chains parted, and vessel drove ashore.	.....	.....	do ..	.....

do	13	Alma..	21	Halifax, N.S.	Schooner, wood, sail.	65	West Arichat Harbour.	.....	Vessel dragged her anchor and beached.	.....	Trifling.	.....
do	13	Albatross.	.....	St. John's, Nfld	do ..	50	Newfoundland to Sydney.	N. Straits Belle Isle, Newfoundland.	During a fog, schooner struck on a rock in the Straits of Belle-Isle.	.....	Partial..	250
do	13	A n n i e Wright.	6	.....	Ship, wood sail.	1846	New York to Shanghai.	Lat. 3° 0' N.; Long. 104° 22' E.	Typhoon .....	.....	.....	.....
Dec.	2	Alpha..	10	Vancouver.	Side wheel wood, str.	65-87	Westminster to Vancouver.	English Bay	Fire and stranding.	.....	.....	.....
do	2	Aeronaut.	5	Yarmouth.	Barque, wood, sail.	.....	Fernandina to Rio de Janeiro.	Lat. 29° 50' N., Long. 70° 10' W.	.....	.....	.....	.....
Oct.	20	Addie H. Cann	16	do	do ..	650	Rosano to Rio de Janeiro.	Lat. 34° 40' S., Long. 52° 45' W.	.....	.....	.....	.....
Dec.	17	Amherst.	24	Parrsboro'.	Schooner, wood, sail.	99	Boston, Mass., to Advocate Bar.	Advocate Bar.	Vessel struck on bar in Advocate Hr. at ebb tide.	.....	Total...	3,000 Cargo 4,000
do	26	Anna.	.....	.....	Barque, wood, str.	542	Quebec to Yarmouth.	20 miles west of S.W. point of Anticosti.	Dense fog and un'kn current running north.	.....	do ..	4,500 Cargo 2,000
Mar.	9	B. C. Smith	2	Lunenburg.	Schooner, wood, sail.	98	St. Pierre to Lunenburg.	Owen's Reef, Lunenburg Bay.	Striding; thick fog; ebb and westward set off tide.	.....	.....	.....
April	15	Blanche	.....	Gloucester, Mass., U.S.	do ..	79	Gloucester, fishing	Petru's Ledge.....	Striding; snow squall.	.....	.....	.....
do	7	Bessie G.	7	Parrsboro'.	do ..	68	Rockland to Port Georgeville.	Bliss Harbour, Maine..	Striding; dragged ashore in a gale.	.....	Partial..	750
Aug.	18	Bloomer.	33	Halifax	do ..	39	Halifax to Bay St. George, Nfld.	Gulf St. Lawrence	Not known.....	All lost.	Total...	.....
Oct.	13	Bismark	15	do	do ..	54	Cheticamp to Pleasant Bay, C.B.	Pleasant Bay.....	Dragged anchor's & went ashore in gale.	.....	do ..	1,500
do	13	British Pearl.	.....	Guysboro'	do ..	77	Pictou, N.S., to Charlottetown, P.E.I.	Point Prim, P.E.I...	Rough sea; probably age of vessel had something to do with it.	.....	do ..	700
do	13	Byron	7	Yarmouth.	do ..	97	St. Pierre to Broyle, Nfld.	Near Bob's Cove, Tre-passing Bay.	Heavy storm ..	.....	do ..	4,000
Nov.	6	Barbarone.	14	St. John's, Nfld.	do ..	93	Halifax, N.S., to Carbonear, Nfld.	Cow Bay. ....	.....	.....	do ..	.....

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												\$
Dec. 2	Brisk	26	Lunenburg....	Schooner, wood, sail.	32	Lapoi, Nfld., to Chan- nel, Nfld.	S. W. end of Penguac Island.	She was taken in harbour, misstayed and struck on a rock.	.....	.....	Partial..	500
do 17	Bessie. ....	.....	Yarmouth.	do .....	.....	Yarmouth, N.S., to St. John's, Nfld.	Bet. Archibald Co's. Wharf and Break- water.	Vessel collided with another.	.....	.....	.....	.....
do 23	Bavaria	13	Kingston, Ont.	do ..	361	Toledo, N.S., to Gode- rich, Ont.	300 yards outside the harbour at Goderich.	Grounded when being towed into port.	.....	.....	Total...	6,000 Cargo 1,400
.....	Bertie Biglow.	15	Yarmouth....	Ship, wood sail.	1142	Rio de Janiero to Bar- badoes, Aoru Island, G. F.	About Lat. 24° 50' N., Lon. 88° 30' W.	Stranding.....	.....	.....	do ...	28,000
Jan. 11	Cygnat.....	18	Pictou, N.S. .	Schooner, wood, sail.	95	Halifax to Canso	Point Michaux... ..	Mains'l and jib torn away; im- possible to keep her off in the gale.	.....	.....	Total ..	1,800 cargo, 2,000
do 22	City of Puebla	9	San Francisco.	Schr., iron, steam.	1713	San Francisco to Nana- imo.	North channel, Nana- imo Harbour.	Collision with ss. "Eton"; oth'r vessel did not answer her helm.	.....	.....	Trifling.	.....
April 27	C. T. Gregory.	8	St. John, N.B.	Schooner, wood, sail.	88	Tynemouth Creek to New York.	Tynemouth Creek, N.B.	Stranding..	.....	.....	do .....	.....
do 28	Cepola.	16	Shelburne	do ..	94	Souris, P.E.I., to Bos- ton.	Long Beach, 3 miles N. of Port Hastings.	Got jammed in ice and drove on Long Beach.	.....	.....	Partial..	650
Mar. 29	Clifford C.....	9	St. John	do ..	107	St. John to Newford ..	Off Lloyd's Neck, 13 miles below City Isl., Long Island Sound.	Collision with 3-m. schr. "El- liott L. Dow."	.....	.....	do ..	600

April 22	Clyde	6	Lunenburg....	Barque, wood, sail.	297	Porto Rico to Boston..	Atlantic Ocean..	Carried away mainmast, &c.	do ..	500
Aug. 18	Cachar. . .	....	Marseilles, France.	Str., iron.	2909	New York to Marseilles	North Atlantic..	Rudder and sternpost brok- en and carried away.	do ..	....
do	18	Carrie Maud..	15	Parrsboro'	Schooner, wood, sail.	43	Harrington River, U.S. to Parrsboro', N.S.	Sister Rock two islands Basin of Minas.	do ..	100
do	18	Conquest..	29	Boston, U.S..	Barque, wood, sail.	490	Boston, Mass., to New Glasgow, N.S.	Vessel drifted on rocks and floated off at high water.	do ..	1,600
Sept. 5	Clara J. Wilbur	8	Dorchester, N.B.	Schooner, wood, sail.	203	Jacnel, Hayti, to St. Nicholas More, Hayti.	Reef off Jacnel Har- bour.	Ran on in a thick fog. Master states pilot ran vessel on shore pur- posely.	do ..	1,000
Oct. 13	Canora.....	29	Newcastle, G.B.	Barque, wood, sail.	1252	Quebec to Plymouth, G.B.	Lat. 40° 30' N., Long. 58° 38' W.	Collision with barque "Rock City."	do ..	....
do	13	Charlotte.....	3	Arichat, N.S.	Schooner, wood, sail.	12	Fishing in Chadabucto Bay.	Vessel dragged her anchor in Port Royal and stranded.	do ..	40
do	13	Camelia	18	Beddeford	Barque, wood, sail.	184	Bahia to Sydney, C.B.	Wrecked in a gale.	Total .....	....
do	13	C. E. Thornton	20	Parrsboro'	Schooner, wood, sail.	55	Parrsboro'	Vessel sprung a leak.	Partial..	200
Nov. 6	Carleton Bell..	....	Wiscasset, Me.	do ..	132	Booth Bay to St. Pierre Misaine, N. Atlantic..	Parrsboro'.	Terrific gale....	do ..	1,500
do	6	Clair.....	5	Yarmouth	Barque, wood, sail.	229	Westport, Briar Island, to Sydney, C.B.	Heavy gale; ship abandon'd	Total .....	....
do	6	Coden.....	29	Norway	do ..	405	Norway to France....	Bar between the inner and outer Bar.	do ..	....
do	6	Carniola.....	12	St. John, N.B.	do ..	732	Belfast to Chatham, N.B.	East part of Byron In- let, Magdalen Island.	do ..	....
do	6	Cora May	20	Magdalen I'ds	Barque, wood, sail.	42	Magdalen Islands. . .	At entrance of House Harbour, west side of Magdalen Islands.	Total...	400
Sept. 24	Clare	5	Yarmouth, N.S.	Brigant'e, wood, sail.	229	Westport to Sydney, C.B.	Lat. 54° 47' N., Long. 19° 21' W.	Ves't got caught in the current and was car- ried ashore. A gale afterw' rds sprang up.	Total...	9,000
.....	Clifton. . .	6	St. John, N.B.	Schooner, wood, sail.	218	Alberton to Port au Spain, Trin.	On the reef off North Cape.	Abandoned ...	Partial..	1,500

STATEMENT OF Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												\$
Dec. 2	Cumming	15	Halifax	Schooner, wood, sail.	154	Sydney, C.B., to Halifax.	Peter's Ledge, Sydney Harbour.	She was beating out of harbour, ran on Peter's Ledge. Was taken off by tug boats.				
do	Clifton	8	Windsor, N.S.	do	473	Windsor, N.S., to New York.		Very stormy voyage. The ship lost, split sails and carried away booms, etc.		Partial.		500
do	Champion	9	Halifax, N.S.	do	16	Louisbourg to Halifax, N.S.	Grand Battery Shoal.			Total.		250
do	Champion	17	St. John, N.B.	do	97	Hillsboro', N.B., to Rockland, Me.	Campobello, Charlotte County, N.B.	Was nearer land than supposed.		Partial.		80
May 4	Danube	21	Victoria	Schooner, iron, steam	561	Victoria to Coal Harbour	Queen Charlotte Sound	Struck on a rock not marked on chart.		Small		
do	Dauntless	20	Quebec	Schooner, wood, st'm	35	Quebec	St. Lawrence River	Rudder-post broken by floating timber.		Partial.		25
Aug. 18	Donacona	1	Windsor	Schooner, wood, sail.	174	Cienfuegos to Boston	West Chop, N.S.	Dragged ashore in a heavy gale				
do	Duke of Argyle		London	Barque, iron, sail.	960	London, Eng., to New Westminster.	Fraser River, close to wharf.	Pilot did not know the channel.		Partial.		1,800
Oct. 13	Dan Murray	6 mos	Belfast	Schooner, steel, st'm.	1654	New York to Antwerp	About Lat. 41° 45' N., Long. 62° 15' W.	Tren dous hurricane blowing from S.E. to S.W., causing ship to go on her beam end.				

Oct. 13	Dolphin	36	Jersey, G. B.	wood, sail.	36	Halifax to Arichat	Arichat Harbour	Vessel moored at wharf, but broke away from moorings	Total	Unknown.
Jan. 22	Eton	1	London, Eng.	Schooner, steel, steam.	1746	Nanaimo to San Francisco.	Nanaimo Harbour, near Channel.	Run into by steamer "City of Pueblo," & damaged star-board side.	Partial	100
Feb. 7	Eureka	12	Weymouth, N.S.	Schooner, wood, sail	94	Parrsboro' to Salem, Mass.	Between Parrsboro' and St. John.	Struck by a whirlwind, breaking main boom & stranding ship.	Total	8,000
Dec. 5	Emma G. Scammell.	21	St. John	Barque, wood, sail	531	Havana to Buenos Ayres.	During voyage	Stranded and otherwise damaged during voyage; condemned & sold	Partial	100 Cargo, 200
1891.	Apr. 12	Euna Proctor	10	Port Hawkesbury.	40	Halifax to Port Mulgrave.	1 m. N. of Rabbit Isl'd, Carribou Cove, C.B.	Ice caused vessel to leak, and had to beach.	do	160
Mar. 25	Eureka	13	Parrsboro'	do	94	Boston to Digby	Penobscot Bay, Maine.	Mistook buoys, & struck ledge & got off again	do	2,000
do	30	Emma S.	8	Yarmouth	97	Barbadoes to Yarmouth	George Shoals, New England.	Heavy weather, & vessel leaking badly; lost sails and running gear; got into Vineyard Haven.	Slight	1,000 C'go, 3,000
May 11	Esther Roy	14	Maitland	Ship, wood sail.	1533	Java to Montreal	Bridgeport Head, C.B.	Got inside the ice, touched ground, got off and into N. Sydney.	Partial	1,000 C'go, 3,000
do	14	E. Walsh	19	St. John	143	Boston to St. Pierre, Miquelon.	Yankee Cove Ledge, Whitehaven.	Stranding	Buoy out of place.	

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												
June 11	Exile	18	St. John.....	Barque, wood, sail	934	Pasagonala to land.	Hol. Lat. 43° 10' N.; Long. 41° 40' W.	Prolonged storm; vessel became water- logged; aban- doned by crew, who were tak'n off by Ger. str. "Sophia."	.....	.....	Total ..	\$ 24,000 C'go, 16,000
23 Aug. 18	Elmo	2	Halifax	Schooner, wood, sail	95	Big Glace Bay to Char- lottetown.	Pond Shoal, C.B.....	Merely touch'd, was not aware of shoal.	.....	.....	.....	.....
do	Ella Moore ..	23	Windsor, N.S.	Barque, wood, sail	391	Bonaventure to Port- land, Maine.	Chedabucto Bay, N.S.	Stranded ....	.....	.....	Partial ..	2,000
do	Eugenie	11	Halifax	Brigantine wood, sail	145	St. Thomas to New York.	W.S.W. of Fire Island light, Atlantic.	Struck on Jones Bar, sprung a leak and was abandoned.	.....	.....	Total ..	C'go, 1,000 £
Oct. 13	Eureka.	12	Parrsboro'	Schooner, wood, sail	94	At Port George, load- ing a cargo.	Port George, N.S.	Was loading cordwood at St. George, & was driven ashore and damaged in gale, Sept. 7	.....	.....	Partial ..	500
do	Endeavor	14	St. John	do ..	65	Dorchester, N.B., Parrsboro', N.S.	to Apple River, Cumber- land Bay.	This schr. ran too close to schr. "Nota Bene," caught her head gear, and swung into the other vessl	.....	.....	.....	.....
do	E. B. Ketchum	23	Windsor	do ..	41	St. John to Advocate Harbour.	Advocate Harbour....	Caught on the bar while try- ing to make Advocate Hbr.	.....	.....	.....	.....

do	13	Eliza B.	10	Arichat	do	..	41 Little Bras d'Or to N. International Pier, Sydney.	Partial.	80
do	13	Emperor	9	Lunenburg ...	do	..	51 Channel, Nfld., to International Pier, Sydney, C.B., N.S.	do	250
Nov.	6	Euxine.	32	Arichat, N.S.	Schooner, wood, sail.	38 Cheticamp to Port Off Creguish, Gulf of Hawkesbury.	Heavy gale....	Partial..	100
do	6	Emma	24	Victoria, B.C.	Schooner, wood, steam.	25 Victoria to Nanaimo..	Thick and hazy weather.	Total...	6,000
do	6	Endeavour. ....	....	St. John, N.B.	Schooner, wood, sail.	64 Parrsboro' to Hillsboro'	Gale of wind ..	do	700
Dec.	2	Ethel Emerson	9	Dorchester, N.B.	do	176 New Bandon, N.B., to New Haven Breaker, Port of New Bandon.	do	Partial..	313
do	2	Eureka ...	13	Parrsboro', N.S.	do	94 Port George, N.S., to Port George Pier.	do	Total...	1,200
do	23	Energy	8	do	Brightine, wood, sail.	207 Santa Cruz, Cuba, to Off Hatteras	do	do	6,000
Jan.	22	Flash.	10	St. John.	Schooner, wood, sail.	96 St. John to Boston....	Weak, caused by strain owing to carrying too much.	Partial..	500 cargo 220
do	8	Flora Bell ...	7	Port Hawkesbury.	do	39 Pictou to Chatham, N. Fox Island, Miramichi Bay, N.B.	Mistake of master, hauled up too soon and struck.	Partial..	100 cargo 80
Aug.	18	Fesland ...	9	Annapolis	do	138 Port Mulgrave to Digby.	In thick fog; tide and wind carried vessel too near land; caught fire.	Total...	4,000 cargo 2,000
do	18	Florida.	19	Portland, N.B.	do	272 St. John to New York	Vessel was beating over Nan-tucket shoals in a heavy gale and mistayed	Partial..	2,500 cargo 1,500
do	18	Freddie B.	4	St. John	do	38 St. George, N. B., to Nash's Island, Me., U. S. A.	Stranded...	Total...	1,000 cargo 100
Sept.	8	Fernot	10	Halifax, N.S.	do	92 Sheet Harbour to Halifax.	Misjudged distance from a hidden rock.	do	2,200 cargo 350
Oct.	13	Fanny Dubard	9	San Francisco.	do	252 Port Townsend to San Juan Tuca Straits, Bonaventure.	Ran into by a steamer, 'Zambesse'.	do	

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessels.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												£
Oct. 13	Fanny B	13	Halifax	Schooner, wood, sail.	65	Gabarus, C.B., to Halifax.	Cape Canso	Set on shore by drift ice.	.....	.....	.....
do 13	Flash Light	16	Windsor, N.S.	Barquette wood, sail.	570	Savannah, Ga., to Montevideo.	Lat. 38° 30' N.; Long. 60° 57' W.	Met with bad weather and was damaged.	.....	.....	Partial.	784
do 13	Frank G. Dow	19	do	Schooner, wood, sail.	391	Walton, N.S.	Minus Gut, off Cape Split.	A strong wind carried away masts.	.....	.....	do . .	300
do 13	Falmouth	15	do	Barquette wood, sail.	501	Windsor to New York.	30 miles east N.E. of Highland, Cape Cod.	Vessel met bad weather, lost and split sails.	.....	.....	do . .	1,000
Mar. 6	Governor Butler . . . .	.....	Gloucester, Mass.	Schooner, wood, sail.	87	Gloucester, on a fishing voyage.	15 miles W. of Brown's Bank.	A heavy sea boarded vessel while lying to.	.....	.....	Partial.	100
April 24	G. G.	7	St. John's, Nfld.	do . .	79	Burin, Nfld., fishing.	25 miles off Burges	Wind & squall.	.....	.....	do . .	130
Mar. 27	Genesta	4	St. John, N.B.	do . .	110	St. John to New York.	St. John Harbour, at wharf.	Vessel listed & filled; leaking on account of being laid up all winter.	.....	.....	do . .	150
April 4	Glenorahy	8	Halifax	Brigantine, wood, sail.	297	New York to St. Pierre, Miquelon.	Long Island Sound	Collision with schooner A.M. Gates; carried away headgear and otherwise damaged.	.....	.....	do . .	1,000
do 30	Georgenia	10	Guysboro'	Schooner, wood, sail.	94	Halifax to Glace Bay.	Gabarus Bay, C.B.	Dragged anchors & beached vessel to save her.	.....	.....	do . .	800

May 22	G. M. Cairns.	32	Newcastle....	Barque, wood, sail.	1000	Leith to Quebec.....	Lat. 48° 07', Long. 26°	Abandoned at sea and set fire to; crew taken off by German steamer.	Total...	10,000
Mar. 28	G. H. Gordon.	16	Pictou, N.S....	do ..	477	Barbados to Antigua... Warrington Shoal, Antigua.		Stranding....	do ..	4,500
do	13 Gilbert Parker	9m.	Liverpool, N. S.	Barque n- tine, wood, sail.	491	Mahone Bay, N.S., to N. E. reef of Grand Cienfuegos. Turk Island, B.W.I.		Stranding; strong current set her out of her course and on reef.	do ..	19,000 Cargo 3,000
Aug. 18	Grace Butler..	7	Halifax..	Brigan- tine, wood, sail.	149	Ponce, Porto Rico, to Off Morrillos decabo, St. John, N.B. Rojo, Porto Rico.		Vessel upset by a sudden white squall.	do ..	.....
.....	Gertie	1	Parrsboro' ..	Schooner, wood, sail.	98	Spencer's Island to St. Month of Mispeck John. Stream.		In a gale; ves- sel rounded by deck being pryed up when spars went overboard.	do ..	4,000 Cargo 216
Nov. 13	Georgiana ...	3	Yarmouth....	do ..	90	Yarmouth.....	Off Jeddore, N.S.	.....	Partial..	3,200 Cargo 600 225
.....	G. H. B.	25	Arichat.....	do ..	35	Charlottetown, P.E.I., to Sydney.	International Pier....	.....	do ..	.....
Dec. 10	Gordon Belt..	15	Shelburne, N. S.	do ..	63	Caledonia, N.S., to Yarmouth.	Peases Island, N.S.	Vessel caught in the current and was carri'd ashore; a gale afterwards sprung up.	Total...	1,000
.....	General Dom- ville.	15	St. John, N.B.	Ship, wood sail.	1531	Bolivia to New York..	.....	Vessel seen stranding off shore the night after she sailed and has not since been heard of.	do ..	30,000
.....	Holmes	8	St. John.....	Schooner, wood, sail.	121	St. John to Boston ...	Last seen 40 miles E. of Mount Desert, on 8th Dec., 1890, not since been heard of; a ves- sel seen, bottom up, 325 miles E. of Sandy Hook, supposed to be the Holmes.	.....	5 Total...	4,000 Cargo 2,269
May 11	Hope	32	Halifax.....	do ..	34	St. John to Thorne's Cove, N.S.	St. John Harbour.....	Collision with ship Kingsport	Partial..	60

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												\$
May 3	Harold Borden	1	Windsor	Schooner, wood, sail.	142	Antigua to Delaware Breakwater.	Ocean City, Maryland.	Stranding			Partial.	1,500 Cargo 2,500
Aug. 18	Hypatia	23	Trinidad	Barque, wood, sail.	730	Bremerhaven to Quebec	North Sydney Harbour	Leak at lower bow port.			do	50
Oct. 13	Head Reaches	19	Port Hawkesbury.	Schooner, wood, sail.	56		Vessel was in port and broke her lines at the wharf.				do	40
	Hazelglen	8	Yarmouth, N. S.	do	95	North Sydney, fishing voyage.	Latitude 46.				Trifling.	
	Henry Nickerson.	20	Parrsboro', N. S.	do	70	Five Islands to Boston, Mass.	Between Spencer's Island and St. John.	A piece of oakum started out of the gar-board seam.			do	
Nov. 6	Hylan Maud.	5 mos	Lunenburg	do		Lunenburg to North Sydney.	Cranberry Head, at the mouth of Sydney Harbour.	Heavy gale on the land; could not carry sail, and had to slip chains to save life.			Total.	
do	Hoare	12	Windsor, N.S.	Barque, wood, sail.	642	Lying in Parrsboro'	West Bay, Port of Parrsboro', N.S.	When towing, collided with schr. "Watchman."			Partial.	180
	Haley Ann	15	Chatham, N.B.	Schooner, wood, sail.	55	Pouler Bay, Cape Breton, Gulf of St. Lawrence.	Pouler Bay, Gulf of St. Lawrence.	Foundered			Total.	500 Cargo 200
Dec. 17	do	15	do	do	55	Sydney, C.B., to Chatham, N.B.	Poulet Bay, Cape Breton.	do			do	500
do	H. A. Holder.	2	St. John, N.B.	do	94	Providence, R.I., to St. John, N.B.	Edgartown, Martha's Vineyard, Mass.	Heavy weather; parted chain, and vessel went ashore.			Partial.	600

do	15	Hilda Maud..	1	Lunenburg ..	do	Lunenburg to Sydney, C.B.	Black Point, Mines, C.B.	Sydney	Very thick weather; strong current; impossible to judge force in the gale.	Cargo ..	1,600
do	23	Highland	8	St. John, N.B.	Barque, wood, sail.	1,234	St. John to Penarth Roads.	Ledge off Grand Manan, Charlotte Co., N.B.	Appears to have been gross carelessness.	.....	Partial..	6,000
Jan.	26	Isaac Burpee	11	do	Schooner, wood, sail.	169	New York to St. John.	2 miles N. E. of Petit Light, Digby County, N.S.	Broke in main boom, &c., and could not keep ship from going ashore.	.....	Total...	4,000 Cargo 1,000
do	21	Islander	2½	Victoria	Schooner, steel, str.	478	Vancouver to Victoria.	Gossip's Island, Gulf of Georgia.	Grounded in a dense fog.	.....	.....	Unknown.
Aug.	8	Ida May	24	Halifax	Schooner, wood, sail.	70	Souris, P.E.I., to North Sydney, C.B.	Beach at Grandique ferry.	Master mistook masts of a sunken vessel for buoys; vessel stranded.	.....	Partial..	250
.....	Ive	Guiseple.	21	Italian vessel.	Barque, wood, sail.	520	Ivelain to Halifax	Between Sambro and Liverpool.	Collision with the Am. schr. "Clara Jane."	.....	do ..	217
29 Jan.	3	Isabella Balcam.	...	Parrsboro', N.S.	Brigantine, wood, sail.	....	Port de Paix to New York.	North of Hatteras	Broke rail, split sail, &c.	Gale	do ..	100
Feb.	11	James Rourke.	8	St. John, N.B.	Schooner, wood, sail.	85	Boston to St. Andrews, N.B.	North Haven, Maine, U.S.	Stranded; compass was wrong & light was changed.	.....	Total...	3,000 cargo 3,000
April	11	John G. Whittier.	5	Gloucester, Mass.	do	99	Gloucester, fishing	About 25 miles off Scatarie Island.	Caught in the ice and began leaking.	.....	Partial..	50
do	2	J. L. Crossley.	17	Windsor	do	170	Louisburg to Yarmouth	Cranberry Island, C.B.	Stranded; light winds and ice.	.....	do ..	200 50 cargo
do	—	James Stafford	12	Annapolis, N.S.	Barque, wood, sail.	1117	Falmouth to New York	On a voyage	Met with a gale and sprung rudder.	.....	Trifling.	.....
May	8	Joseph H. Scammell.	7	St. John, N.B.	Ship, wood sail.	1411	New York to Melbourne.	Victoria Reef, Australia.	Stranded; wind died away and high sea drove her ashore.	.....	Total...	4,000
Oct.	13	Jessie D	5	Parrsboro', N.S.	Schooner, wood, sail.	86	Parrsboro', cleared at St. John, N.B.	Alongside coal wharf, Parrsboro'.	Schr. "Tacoma" caught on bottom of the river and rolled against the vessel.	.....	.....	.....

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												\$
Oct. 13	J. F. Whitney	....	Parrsboro', N.S.	Barque, wood,sail.	700	Brunswick to Fleet- wood.	Grounded whilst moored at buoys in Wyre Dock.	Bk. "Scots Boy" was moored to thesame buoys, with springs to the "J. F. Whitney"; vessel "Fleet- wood" broke adrift, leaving weight to "J. F. Whitney."	.....	.....	.....	.....
do	13 J. L. Crossley.	17	Windsor	Schooner, wood,sail.	170	Gabarus, C.B., to Hal- ifax.	By gas wharf, Halifax.	Sudden hurri- cane sprung up, sea break- ing over vessel.	.....	.....	Total ...	2,500
do	13 J. W. Durant.	1	Parrsboro', N.S.	do ..	124	Wentworth, N.S., to Red Beard.	Off Cape Blomidon ...	Vessel carried away jib-bom and head gear in a squall.	.....	.....	Partial..	50
Nov. 6	John E. Chase	21	United States.	Brig, wood sail.	637	Pictou, N.S., to Glas- gow, Scotland.	50° 30' north latitude, 25° 20' west longi- tude.	Ship encounter- ed a succession of gales, fol- lowed by a hur- ricane.	.....	.....	Total ...	6,000
Dec. 26	John M. Inglis	9	Liverpool, N.S.	Schooner, wood,sail.	78	Louisburg to Halifax..	Battery Island reefs, entrance to Louis- burg.	Run into by American schr. while beating into harbour.	.....	.....	do ..	.....
Jan. 18	Laura....	7	Guysboro'	Schooner, wood,sail.	73	Cow Bay to Canso....	St. Andrew's channel.	At anchor, wind shifted and dragged ashore.	.....	.....	Partial.	500 cargo 100

Feb. 18	Lauretta.....	9	Victoria, B.C.	Sloop, w'd, sail.	9	Kynquot to Victoria, B.C.	Sunday Rock, west coast of Vancouver Island.	Stranded; heavy swell rolling in.	do ..	2,000
do	15 Louisa Cappel.	14	Yarmouth.....	Barque, wood, sail.	143	St. Kitts, B.W.I., to Yarmouth.	to 26° north latitude, 69° 30' west longitude, Atlantic.	Abandoned and set fire to vessel; leaking badly and masts gone.	do ..	4,000 cargo 5,000
May	1 Laurence	16	Gaspé.....	Schooner, wood, sail.	63	Lunenburg to Douglas town, Que.	5 miles south from Cranberry light.	Struck ice; got into Canso; got on fire.	do ..	1,000 cargo 2,000
do	7 Llewellyn	13	St. John, N.B.	do ..	62	Indian town to Rockport, Me.	Coming down St. John River Falls.	Collision with steam tug "Lillie."	Partial.	300
April 16	Leonard B. Snow.	40	Digby	do ..	36	Belliveau's Cove to Weymouth.	to Near wharf, Weymouth bridge.	Lime on board caught fire and burned vessel.	Total ..	800 cargo 1,500
Mar. 20	Lily	Victoria, B.C.	do ..	do ..	68	Victoria, sealing	Dodger's Cove, Barclay's Sound.	Dragged ashore.	do ..	5,000 cargo 5,000
May 13	Lochiel	21	Arichat	Schooner, wood, sail.	99	Halifax to Sydney	6 miles S.W. of Egg Island.	Collision with unknown schr.	Partial.	100
April 3	Lyra	8	St. John	do	99	St. John, N.B., to Providence, U.S.	Vineyard Sound, off East Chop Light, Mass., U.S.	Collision; want of lights in barges.	do	1,800
June 3	Lydia	16	Yarmouth	Ship, w'd, sail.	1,241	Bordeau, France, to Sydney.	to Atlantic Ocean	Succession of gales, lost some spars and sails.	do	600
Aug. 18	S.P.	3	St. John	Schooner, wood, sail.	98	St. John, N.B., to New York, U.S.	Hart Island, entrance to New York Harbour.	Vessel mist-stayed in foggy and squally weather.	do	600
do	18 Lansdowne	7	Windsor	Ship, w'd, sail.	1,485	Hakodati, Japan to New York.	Unknown	Has not been heard of since leaving Japan.	Total ..	40,000
Oct. 13	Laura Victoria	3	Arichat	Schooner, wood, sail.	39	Vessel had lately arrived from fishing voyage.	Descousse.	Vessel was at anchor, drag'd her anchor and went ashore.	Partial.	300
do	13 Lady Franklin	10	Charlottetown	do ..	76	Ch. Town to Port Hawkesbury.	Middle Merigomish Beach.	By loss of sails & rigging ship could not beat to windward.	do	125
.....	Linda	14	Parrsboro'	do ..	57	Kingsport to Wolfville.	Off Kingsport, N.S. . . .	Vessel filled with water.	Total ..	300
.....	Lotty Hardy .	Lunenburg	do ..	do ..	97	Mahone Bay to Arichat	Arichat Harbour	Vessel dragged anchor, came across the bow of schooner.	Partial.	150

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

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1891.												\$
Nov. 6	Lady Franklin	10	Charlottetown, P.E.I.	Schooner, wood, sail.	77	St. Peter's to Bras d'Or	Off Lime Hill Mountain.	The gale so great, vessel dragged ashore at midnight.
Dec. 2	Laura Brown..	10	Parrsboro'	do ..	94	St. John to Boston...	Quoddy Bay	Sprung a leak.	.....	.....	.....	.....
do	Lottie Bell....	18	Provincetown, Mass.	do ..	90	Provincetown to Bay of Islands, Nfld.	Moody Island.....	Bay of Fundy in-draught.	.....	Total ..	.....	4,000
do	Lewis Ross ...	16	Port Hope....	do ..	212	Port Hope to Sarnia...	.....	.....	.....	do	.....	3,000
do	Laura	28	Liverpool.....	do ..	52	Canso to Halifax.....	Grand Narrows bridge stone abutment.	Collision; strong current.	.....	Partial..	.....	100 Cargo. 20
do	Leonard B....	new	Parrsboro....	do ..	120	St. Andrew's, N.B. to Parrsboro, N.S.....	Pisarinice, N.B.....	Dragged ashore with both anchors down.	.....	Partial..	.....	50
do	L. B. Hatch...	12	Annapolis....	do ..	89	Thomas Cove to Boston	South Seal Islands bore east about 7 miles.	Disasted .....	.....	Total ..	.....	.....
Jan. 4	Merino	13	Lunenburg ...	Schooner, wood, sail.	46	North Sydney to Lunenburg.	Bold Rock Shoal, Canso Harbour.	Weather thick and night dark	.....	Partial..	.....	200 cargo 50
Feb. 8	Martha	2	New Westminster.	do	12	Victoria, sealing.....	Barclay Sound, Vancouver Island, B.C.	Stranded. Dragged anchor; stranded.	.....	Total ..	.....	1,000 cargo 500
April 3	Miriam	16	Norwegian....	Barque, wood, sail.	1111	Rio Janeiro to St. John, N.B.	Grand Manan, Bay of Fundy.	Heavy gale. Stranded.	.....	do ..	.....	20,000
do	Maggie Miller.	3	St. John, N.B.	Schooner, wood, sail.	92	Boston to St. John....	Boston Harbour.....	During gale a smr. drifted into the M. M. and damaged her.	.....	Partial..	.....	400

do	3	Marion Smith.	24	St. Johns, Nfld.	do	47	Burges, sealing	Bird Rocks	Crushed in the ice.	.....	Total ..	500
Mar.	25	Montreal	23	Windsor	Barque, wood, sail.	806	Brunswick, Georgia, to Gustenmonde, Ger- many.	Lat. 30° N.; Long. 79° W.	Sprung a leak in gale.	.....	Partial..	1,000 500 cargo
June	13	Maggie A. Jewell.	8	Charlottetown, P.E.I.	Schooner, wood, sail.	68	Rustico to Sydney, C.B.	Port Hawkesbury Har- bour.	Collision in coming to an-chor in a gale of wind.	.....	do ..	125
do	12	Marie Del-phine.	8	Sackville, N.B.	do	76	Pictou to Chatham ...	Herring Cove, Escumi- nac, Miramichi Bay.	Had no pilot, and misjudged distance from shore.	.....	do ..	25
Aug.	18	Merritt	7	St. John, N.B.	Barque, wood, sail.	449	Philadelphia to St. John	South Shoal light, N. E. by E. 75 miles.	Collision in thick fog.	.....	do ..	2,100
do	18	Mary E. Leslie	1	Liverpool	Schooner, wood, sail.	99	North Sydney fishing grounds.	15 miles off St. Ann's Bank, Cape Breton.	Ran into by ship "Sadia."	.....	do ..	400
do	18	Mignonette...	5	Quebec	do	139	Chicoutimi, Que., to Newfoundland.	to 15 miles S. E. of St. Paul's Island.	Carried away bowsprit.	.....	do ..	700
Oct.	13	M. C. McLean	24	Halifax	do	67	Charlottetown, P.E.I., to West Arichat.	Crichton's Island, West Arichat.	In heavy gale lost main mast and sustained other damage.	.....	Trifling.	.....
do	13	Mary Rogers.	1½	Arichat	do	138	Halifax to Wallace, N.S.	North side of Lennox Passage, C.B.	Vessel dragged her anchor and was driven ashore, but was got off at flood tide.	.....	do	.....
do	13	Mary E. McLaughlin.	2	do	do	167	Arichat	Harbour of Cow Bay ...	By contact with another vessel.	.....	Partial..	40
do	13	Myrtle	8	Barrington ...	do	91	Halifax to N. Sydney.	Victoria Pier, Sydney Harbour.	In a gale lines parted, and she collided with another.	.....	do ..	100
do	13	May Queen...	6	St. Johns, Nfld.	do	50	Channel to N. Sydney.	International Pier, Syd- ney Harbour.	Supposed that the vessel was thrown on her beam ends by force of gale.	.....	Total ..	3,500
do	13	Morris Wilson	.....	Lunenburg ...	do	98	Canso, N.S., to Lunenburg.	40 miles S. S. W from Cape Canso.	Sprung a leak in a storm.	.....	do ..	200 50 cargo
do	13	Margaret Jane	21	Charlottetown P.E.I.	do	65	Pictou, N.S., to Char- lottetown, P.E.I.	Bay View, off Pictou Harbour.	Ran ashore ...	.....	do ..	150
.....	Minnie Tobin.	St. Johns, Nfld.	do	70	West coast Nfld.	do

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c—Continued.

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1891.												\$
Oct. 13	Mary E. Power	4	St. Johns, Nfld	Schooner, wood, sail.	80	St. Johns, Nfld., to Bum Island.	Off Bird Island, west coast Nfld.	Struck on a rock in fog.	Partial.	350
Dec. 2	Minnie N....	15	St. John, N.B.	do ..	57	Loading	Beach, Moose River...	.....	.....	.....	.....	.....
.....	T. W. McKay.	8	Parrsboro'....	do ..	112	Joggins, N.S., to Salem, Mass.	.....	Jib and fore-sail torn.	.....	.....	Partial.	50
Mar. 1	N. H. Upham.	6½	do	do ..	46	Peraux, N.B., to Boston, Mass.	Green's Landing, Me., U.S.	Stranded; ran on ledge.	.....	.....	do ..	100
Feb. —	Nellie Taylor..	15	Victoria.....	do ..	5	New Westminster.....	Port Graves, Howe Sound.	Drifted out of harbour at night; filled and sunk.	.....	.....	Total...	1,000
April 20	Nellie Dixon..	2	United States.	do ..	111	Boston, fishing	Cerberus Rock, Chedabucto Bay	Stranded; rock not buoyed.	.....	.....	Partial..	300
Oct. 13	Nota Bene....	14	Parrsboro'....	do ..	50	Joggins, N.S., to Wolfville, N.S.	Apple River.....	Schn "Endeavor" swung in to vessel and damaged her at bow.	.....	.....	do ..	40
do 13	Nettie Shaw..	1	do	do ..	249	Windsor to New York.	Mouth of New York Sound.	Vessel struck by a gale and sails torn.	.....	.....	do ..	100
do 13	Neptune.....	2	Amherst.....	do ..	34	Amherst to Cow Bay ..	West side of breakwater, Cow Bay.	.....	.....	.....	Total....	.....
Dec. 2	Nellie Bruce..	9	St. John, N.B.	do ..	117	New York to St. John, N.B.	Starboard Island, out-side of Libby Island, Maine.	Dense fog.....	.....	.....	Partial..	2,600

do	23	Neptune.....	37	Halifax.	do ..	66	Port Mulgrave to Sydney, C.B.	66	Port Mulgrave to Sydney, C.B.	Stemmer collided with edge of pier.	do ..	4,000
Jan.	13	Otter.....	6	St. John, N.B.	do ..	199	St. Kitts, B.W.I., to New York.	199	St. Kitts, B.W.I., to Long Island, U.S.	Heavy sea and current; weather hazy.	Total...	6,500 cargo 750
May	27	Old Fellow...	15	Annapolis	do ..	34	Annapolis to St. John.	34	Annapolis to St. John Harbour.	Collision with unknown schooner.	Partial..	70
Aug.	18	Onora.....	10	do ...	do ..	137	Moncton, N. B., to Boston.	137	Moncton, N. B., to Hopewell Cape, Fundy.	Went on shore.	Trifling.	.....
Dec.	—	Ospray.....	6	Lunenburg. .	do ..	99	St. Pierre to Sydney.	99	St. Pierre to North Sydney.	During gale dragged both anchors and ran against pier.	.....	.....
.....	.....	Ottawa.....	.....	West Hartlepool.	do ..	29	London, Eng., to Halifax, N.S.	29	London, Eng., to Halifax, N.S.	Stranding.	Partial..	700
Dec.	17	Thos. F. Bayard.	6	Gloucester, Mass.	Schooner, wood, sail.	95	Eastport, Mass., to Fishing Banks.	95	Eastport, Mass., to Yarmouth Harbour.	.....	Partial..	1,000
Oct.	13	Union.....	9	Halifax.....	do ..	20	Arichat.....	20	Arichat.....	Nothing could be done to save vessel.	do ..	150
do	24	Uruguay.....	.....	Windsor. N.S.	do ..	736	Windsor to New York.	736	Windsor to New York.	Founder'd with all hands off coast, U.S.	Total...	30,000
April	26	Veritas	14	Liverpool, N.S.	do ..	111	Cow Bay to Halifax.	111	Cow Bay to Halifax.	Struck on Harbour Rock.	Partial..	400
May	25	Vibilia.	21	Yarmouth.....	Barque, wood, sail	553	New York to Savannah	553	New York to Savannah	Thick weather; grounded on beach; took fire.	Total...	12,000 cargo 17,000
Aug.	18	Veronica.....	12	St. John, N.B.	do ..	1137	Montevideo to Boston.	1137	Montevideo to Boston.	Spring a leak in a hurricane.	Partial..	10,000
do	18	Vivid	26	Halifax.....	Schooner, wood, sail.	75	Pictou to Halifax.	75	Pictou to Halifax.	Thick weather.	Total...	1,600
Sept.	5	Vanveen.....	1	Yarmouth.....	Brigantine, wood, sail.	542	Cardenas to Philadelphia.	542	Cardenas to Philadelphia.	Ship struck on reef.	Partial..	273 cargo 200
Jan.	15	William H. Wellington.	9	Gloucester, Mass.	Schooner, wood, sail.	81	Gloucester, fishing	81	Gloucester, fishing	Heavy squall carried away rigging.	do ..	200

STATEMENT OF Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

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1891.												\$
April 23	W & H Wether- spspoon.	18	Parrsboro'	Schooner, wood, sail.	194	Bahia to New York.	Lat. 34° 30' N.; Long. 72° 30' W.; Atlantic.	Struck by wind; lost mast and sails.	Partial..	400
May 6	Wenoah.	2	Liverpool	do ..	99	Little Glace Bay to Halifax.	Little Glace Bay Har- bour.	After getting out of harbour wind died away.	.....	.....	do ..	500 cargo 250
June 17	Wild Briar. ...	25	Miramichi.	do ..	80	Sydney to Chatham.	Grandique Ferry Beach, Lennox Passage.	Sprang a leak and beached vessel, when she slipped off and sank.	.....	.....	Total...	600 cargo 250
Aug. 18	William Mason	34	Portland	do ..	248	Saco, Me., to St. John, N.B.	Machias, Maine, U.S.	Went ashore at Machias's in a gale.	.....	.....	do ..	2,000
Oct. 13	William Boak.	17	Halifax.	do ..	62	Charlottetown to Pla- centia, Nfld.	Lighthouse, Nfld	Error in com- pass and heavy wind and snow; were unable to land until vessel struck	.....	.....	do ..	.....
do 13	Wascano	3	St. John	do ..	115	Hillsboro' to New York	Pollock Reef Light-ship bearing E.S.E.	Fog; steamer altered her course and col- lided.	.....	.....	Partial..	300
do 13	Willie A. Jewel.	22	Princetown, N. S.	do ..	67	Yarmouth, N. S., to Clark's Harbour.	Noddy Island	.....	.....	.....	Total...	1,200
do 13	Willie Mc- Gowan.	8	Shelburne	do ..	115	Halifax to Grand Banks.	Lat. 45° 13' N.; Long. 51° 10' W.	Vessel broke from her an- chor; shipped large quanti- ties of water.	.....	.....	Partial..	200

Nov. 6	White Swan ..	2	Parrsboro', N. S.	do ..	90	Port Pique to Parrsboro'.	Off Five Islands, N.S.	Vessel lost her anchor and beached at Economy, N.S.	do ..	60
Oct. 13	Shooting Star.	31	Arichat.	do ..	32	Gulf St Lawrence.	Beach on Bernard's Island, Descousse Harbour.	Vessel was at anchor in Descousse Harb.; dragged her anchor.	Trifling.	
do	13 Stranger.	1	Halifax.	do ..	35	Souris, P.E.I., fishing.	Meat Cove.	Schnr. drifted ashore.	Total ..	2,000
do	13 Swan.	31	Charlottetown	do ..	74	Pictou, N.S., to Arichat.	Arichat Harbour.	Vessel lying at wharf; schr. "Let tie N. Hardy" came across her bow.	Partial.	150
Nov. 6	Star in the East	15	Parrsboro'	do ..	24	Canning, N.S., to Parrsboro'.	Off Kingsport, N. S., Basin of Minas.	Lost her fore-sail; struck by a squall.	do ..	40
do	6 Soudan.	7	Halifax.	do ..	118	Port Hood to Bayfield, N.S.	South-east of Port Hood wharf.	Heavy sea and gale.	do ..	800 100 cargo
do	6 Sarah.		Yarmouth.	Barque, wood, sail.	1142	London to Port Townsend.	About 6 miles to the east of Cape Beale.	Thick fog.		
Dec. 3	Solario.		Kingston, N.B.	Brigantie, wood, sail.	220	Miragome to Boston.		The vessel received no damage to speak of.		
do	2 Sun Beam.	18	Philadelphia.	Barque, wood, sail.	845	Leghorn.	East of George's Bank.	Hurricane; ship sprung a leak, and foremast, foreyard, &c., lost; 6 sails strained.	do ..	3,000
do	17 San Pedro.	9		Schooner, iron, steam.	2113	San Francisco.	Brocher's Ledge, off Victoria.	Stranded.	do ..	
do	15 St. Croix.	1	Windsor, N.S.	Brigantie, wood, sail.	653	New York to Santos ..	Off New London, Conn.	Collided with a schr.; carried away rigging, &c.	do ..	300
do	15 St. John.	9	St. John, N.B.	Schooner, wood, sail.	248	Cape Hayti to Cienfuegos.	400 miles north of Bermuda.	Severe hurricane; lost sails, sprung mizen mast.	do ..	2,000 150 cargo
Jan. 8	Thrasher.	9	do ..	do ..	123	St. John to Vineyard Haven.	Brass Bar, Maine, U.S.	Stranded; struck on bar.	do ..	500
Mar. 22	Treasurer.	7	Parrsboro'	Ship, wood sail.	1386	Newport to Barcelona.	Chesapeake Bay.	Dragged anchors; broke windlass.	do ..	2,000

STATEMENT OF Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty occurred.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												
June 7	Star.....	9	Annapolis.....	Schooner, wood, sail.	118	Boston to Annapolis....	Off Briar Island.....	Run into by str. "Wandrahan" and became a total loss.	.....	Total.....	Total.....	2,000 cargo 1,000
Oct. 13	Thistle.....	37	Halifax.....	do ..	49	Liverpool, N. S., Halifax.	to Off Betty Island.....	Spurred a leak in astern pumps, broke down, vessel found- ered.	.....	Partial..	Partial..	800 cargo 1,900
do 13	Thos. Parnell.	5	Sydney.....	do ..	5	Fishing banks.	West side Archibald's loading whar	Storm; no op- portunity to do anything to save vessel.	.....	Total ..	Total ..	.....
Dec. 23	Trojan.	1	Parrsboro'.....	do ..	557	Windsor, N.S., to New York.	Harding's Ledge, S. W. Harbour, N.S.	Was running for harbour, and run on ledge during thick squall.	.....	do ..	do ..	24,000 cargo 1,051
do 17	T. W. McKay	8	do ..	do ..	1112	Joggins, N.S., to Salem, Mass.	25 miles S. E. of Port- land, Me.	.....	.....	Partial..	Partial..	50
do 17	Trader.....	6	do ..	do ..	72	New Haven, Conn., to Port Greville, N.S.	Bell's Gate, Cape Cod, N.S.	Parted chains, her ashore to save her from going on the rocks.	.....	do ..	do ..	200
Nov. 6	R. W. Smith..	17	Lunenburg...	Schooner, wood, sail	74	Arichat, C.B., to Char- lottetown, F.E.I.	Off Pictou Island, Gulf St. Lawrence.	Great gale; lost main sail, fore- sail, &c.	.....	Partial..	Partial..	1,000
Dec. 2	River Queen..	15	Sydney, C.B..	do ..	32	Fishing.....	White Point.....	Gale of wind ..	.....	Total.....	Total.....	.....
.....	Roheko.....	19	Amer. Record	do ..	353	Campbell, N.B., to Queensdown.	S. W. point, Amherst, Magdalen Islands.	Water-logged ..	.....	do ..	do ..	.....

Dec. 17	Richards's King.	9	St. Catharines	Tug, w'd, steam.	39	French River to Tobermoy.	Fish Dock, Tobermoy	Caught fire....	do ...	do ...	250
Feb. 7	Sarah E. Lee.	5	Gloucester....	Schooner, wood, sail	98	Gloucester, fishing....	Little Harbour, N.S....	Stranding; error lights in the snowstorm	do ...	do ...	5,000 cargo
Mar. 13	Solario..	20	Kingston, Jamaica.	Brig, w'd, sail.	220	Boston	Vineyard Haven, N.S.	Miss, chains parted & both anchors lost.	Partial..	Partial..	150
May 30	St. George....	6	Quebec.....	Tug, wood steam.	9	Quebec.....	Customs wharf, Que...	Fire; accident.	do ..	do ..	50
June 1	Sea Bird.....	23	St. John, N.B.	Schooner, wood, sail	80	St. John to Rockland, Maine.	The light on Libby Island, Maine.	Stranding; thick fog and smoke.	do ..	do ..	1,000 cargo 300
do	Stratford and Lange.	3 m.	Arendal, Norway.	Barque, wood, sail	659	Chicoutimi to Melbourne.	West bar of Bryon Island, Magdalen Isl'ds	Stranding; took Bryon Island for west point Amherst Island.	Total...	Total...	20,000
do	Swan	30	Charlottetown P.E.I.	Schooner, wood, sail	74	Halifax to Arichat....	15 miles off Pope's Harbour.	Lost spars and sails.	Partial..	Partial..	300
Aug. 18	Snow Queen...	19	Halifax..	Barque, wood, sail	984	Darian, Ga., U.S., to Newcastle.	In North Atlantic....	Sprang a leak..	do ..	do ..	495
do	Sailor's Fancy	10	do	Schooner, wood, sail	16	Glen Margaret to Eggs Cove.	Shut in island	do ..	Total...	Total...	495
do	Stratford and Lange.	1st vog.	Arendal....	Barque, wood, sail	659	Chicoutimi to Melbourne.	Reef S.W. point, Bryon Island.	Mistak'g Bryon Isl'd for Magdalen Islands.	do ..	do ..	800 cargo 200
do	Sirocco.....	7	Port Medway	Brigantine, wood, sail	176	Denerara to Halifax..	Near Meagher's beach light.	Vessel went to shore while in charge of Pilot Beabing in Halifax Harbour.	Partial..	Partial..	800 cargo 200
do	Selkirk.....	5	Maitland..	Ship, w'd, sail.	1757	New York to Batavia..	In North Atlantic....	Vessel sprung a leak.	do ..	do ..	1,750 cargo 500
do	Sower	8	Parrsboro'....	do ..	143	New York to St. John Desert, N.S.	Long Island, Mount	Parted hawser, and went to shore.	do ..	do ..	1,200
Aug. 21	Swallow.....	2	St. John.....	Schooner, wood, sail	90	Hillsboro' to Boston, Mass.	Abreast of West Quoddy Light, Me.	Deceived by sound of fog-whistle in a thick fog, and went ashore.	do ..	do ..	1,200

STATEMENT of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1891.												\$
Oct. 13	Sailor's Fancy.	10	Halifax.	Schooner, wood, sail.	16	Glen Margaret to Peggy's Cove.	Shut In Island, St. Margaret's Bay.	In tacking pins came out of block attached to wheel-chain and vessel mistayed.	.....	.....	Total ..	1,100 300 cargo
Jan. 1	Patriot.	6 m.	Parrsboro' ..	do ..	107	Maricaibo to Boston ..	Graveyard, Vineyard Sound, U.S.	Thick weather; current and sea set to leeward.	.....	.....	Partial ..	2,000
March 1	Pocahontas...	32	do ..	do ..	63	Laid up at Parrsboro'	.....	Torn to pieces by ice during winter and drif'd out with ice in spring.	.....	.....	Total ..	400
do 29	Persia.....	5	Windsor ..	Barque, wood, sail.	578	Guantanamo to Delaware Breakwater.	.....	Lost and split sails.	.....	.....	Partial ..	1,000
May 23	Pioneer	15	Halifax	Schooner, wood, sail.	92	St. John, N.B., to Boston, Mass.	St. John Harbour	Ship would not answer helm, ran ashore, sprung a leak, and lime set fire to vessel.	.....	.....	Total ..	2,500 450 cargo..
do 23	Plover ..	7	St. Johns, Nfld.	do	41	Newfoundland, fishing.	Cape George	Strong wind and heavy sea.	.....	.....	Partial ..	140
Nov. 13	Parlee ..	.....	Moncton, N.B.	do	149	New York to Moncton.	30 miles N. E. from Pollock Reef Light, Nanctucket Shoal.	Fog collision ..	.....	.....	do ..	.....
do 13	Persuverante ..	26	St. Malo	do	109	St. Pierre to North Sydney.	Port of North Sydney.	Broke from her moorings and ran ashore.	.....	.....	do ..	500
do 13	Paul and Essie	11	Gloucester.....	do	63	Off shore fishing, Shelburne.	Black Point, Shelburne County, N.S.	Heavy sea and gale, thick weather; driven on shore.	.....	.....	Total ..	5,000 1,200 cargo..

Jan. 2	Platner.	Parrsboro' ...	Barque, wood, sail.	276 Philadelphia.	At sea ...	Lost sails ...	Partial.	200
do	12 Pacoma.	17 do	Schooner, wood, sail.	209 Parrsboro', N.S., to St. Andrew's, N.S.	St. John Harbour.			
Oct. 18	Quickstep ...	Liverpool, N.S.	do	28 Halifax to Port Hood.	5 miles west of White Head Light, sea.	Sprung a leak and filled with in an hour.	Total... cargo...	300 40)
Nov. 13	Quebec. .	24 Windsor ...	Barque, wood, sail.	1462 Liverpool to St. John.	Lat. 43° 3' N.; Long. 63° 16'.	Met a severe gale, lost spars and masts.	Partial.	8,000
Jan. 12	Robt. F. Mason	1 Lunenburg ...	Schooner, wood, sail.	87 St. Pierre Miquelon to St. Jacques.	Skinner's Cove, St. Jacques, Nfld.	Dragged anchor and stranded in gale.	do ..	1,800
Mar. 26	Roland.	8 Charlottetown P.E.I.	do	348 Cienfuegos to York.	New Lat. 77° 49' N.; Long. 30° 19' W.	Masts carried away and foundered.	Total... cargo...	10,000 30,000
Oct. 13	Rock City ...	23 Frederickstad.	Barque, wood, sail.	.....	Belfast, G.B., to Miramichi, N.B.	Collision with barque "Canova,"	Partial.	14,000
do	13 Renfrew.	30 Halifax	Schooner, wood, sail.	41 West Arichat to Peter's.	St. Beach west of River Bourgoise.	Vesl was lying at anchor until she parted her chains.	do ..	200
do	13 Reaper.	24 do ...	do	25 Sheet Harbour to chat.	North side Petit de Grati Inlet.	Vesl was lying at anchor, dragged anchor and stranded.	do ..	
do	13 Rose Mary ...	7 St. Johns, Nfld.	do	94 St. Johns, Nfld.	At Gaul Ming's Association, North Sydney.	The schr. "Osprey" dragged down over her anchor.	do ..	100
Nov. 6	Wioma. ...	7 Parrsboro'	do	61 Jeggins Mtn.	Off Dover, N.B.		Total...	1,000
do	6 Watchman ...	8 do	do	46 Lying in port, Parrsboro' to West Bay ..	In Parrsboro' Harbour, N.S.	Bque, "Havre" collided with the vessel and carried away jib stay.	Partial.	40
Dec. 2	Winnifred.	Windsor, N.S.	Barqu'ne, wood, sail.	432 Pt. William to Havana	Lat. 29° 30', Long. 67° 0'	Met bad weather and was dismasted.	do ..	1,500
do	17 Wellington ...	8 Newcastle ...	Schooner, iron, stn.	1296 San Francisco to Havana.	Lat. 43° 30' N., Long. 124° 45' W.	Collision in fog with "Fanny Dubard."		
Nov. 13	Zambesi.	18 Shanghai ...	Schooner, wood, sail.	1564 Yokohama.	Juan de Fuca Straits.			

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—*Continued.*

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1890.												\$
May 19	Algeria.	19	St. John.	Barque, wood, sail.	620	St. John to Belfast.	Mouth of Bay of Fundy	Sprung a leak. . .	. . . . .	. . .	Partial. . .	5,000 cargo
Oct. 23	Amos Falkenburgh.	37	New York.	Schooner, wood, sail.	172	do Boston. . .	Machas, Seal Island.	do . . . . .	. . . . .	. . .	do . . .	110
Nov. 16	A. J. Lloyd. . .	13	Shelburne . . .	do . . .	26	Green Harbour to Lunenburg.	4 miles S.E. Port Matine Island.	Foundered. . . .	. . . . .	. . .	Total. . .	600 cargo
Dec. 1	Admiral. . . .	35	Halifax.	do . . .	60	Laid up for winter at Port Hawkesbury.	Port Hawkesbury	Dragged anchor and went ashore in a gale of wind.	. . . . .	. . .	Partial. . .	200 cargo
do 1	Arizon.	33	Port Hawkesbury.	do . . .	49	do	do	Dragged anchor and collided with "Bessie Louise."	. . . . .	. . .	do . . .	400
do 1	A.S. Townsend	12	Sydney.	do . . .	74	Canso to Discourse . .	Poulaumont Harbour, Lennox Passage.	Dragged anchor and driven ashore in gale.	. . . . .	. . .	do . . .	100
do 8	Annie Gaetz. .	12	Halifax. . . .	do . . .	36	Grand River, P. E. I., to Halifax.	Port Hawkesbury. . .	Scho. "Bertie C. H." broke loose in a gale and ran down the A.G., carrying away head gear	. . . . .	. . .	do . . .	300
May 23	Annie Harper.	8	St. John, N.B.	do . . .	93	St. John, N. B., to Quaco.	Bar at mouth of Big Salmon River, St. John's Cove, N.B.	Stranding; mis-stayed.	. . . . .	. . .	do . . .	250
Dec. 1	A.H. Lennox. .	24	United States.	do . . .	68	Georgetown, P.E.I., to Portland, Me.	N. end Dolino Island, foul ground, White Head, N.S.	Stranding. . . .	. . . . .	. . .	Total. . .	1,500 cargo
do 4	Atalia.	32	Guysboro' . . .	do . . .	34	Pt. Mulgrave to Souris, P. E. I.	Souris, moored at railway wharf.	Miscellaneous; gale of wind broke vessel up at wharf.	. . . . .	. . .	Partial. . .	250

do	11 A. G. Heisler.	4 Lunenburg....	do ..	96 Halifax to Gabarouse..	Gabarouse Harbour, C.B.	Stranding; dragged anchor & driven ashore	do ..	1,000
do	1 Alice.....	4 Gloucester, Mass.	do ..	75 Gloucester, fishing voyage.	Lingan, C.B.	Stranding; gale	Total...	3,000
do	1 Amur.....	11 Pictou, N.S.	do ..	770 Whycoomagh to Liverpool, G.B.	Off Seattarie Island.	Gale.....	Partial..	500
do	27 Alice.....	18 Parrsboro' ..	Barque, wood, sail.	54 Parrsboro' to St. John.	Sand Cove, St. John Harbour.	Thick snow storm, stranded	do ..	150
do	1 Angalia....	24 Machias, Me.	Schooner, wood, sail.	270 St. John to Demerara.	Lat. 38° 51' N., Long. 61° 25' W.	Miscellaneous; hurricane, ship- ped a sea and became water-logged.	Total...	4,000
do	2 Alice.....	13 Windsor.....	do ..	137 Lumen'g to Barbadoes	Lat. 31° 13' N., Long. 59° 54' W.	Met heavy gale & abandoned.	do ..	3,500
Nov.	9 Annie.....	16 Sydney.	Tug, wood, steam.	13 Anchored at wharf in Whycoomagh Bay.		Gale; smashed against wharf.	Partial..	cargo 11,500 400
Dec.	9 A. C. Watson.	18 St. John.....	Schooner, wood, sail.	112 St. John to Boston....	Flushing Island, Ports- mouth, Newhaven.	Heavy gale, ves- sel dragged ashore.	do ..	100
Nov.	13 A. Elliott....	12 Annapolis ...	do ..	30 Pearsan to St. John, N.B.	Near Isle Haute, Bay of Fundy.	Heavy gale, drifted on rocks	Total...	800
Déc.	4 Acadian. ...	7 Charlottetown	do ..	76 Boston to Rustico, P.E.I.	Rustico Harbour ..	Lost anchor and chains, strand.	Partial..	200
27 July	— Annie McGee.	11 Halifax.....	do ..	59 Gaspé to Halifax.....	Labrador coast.....	Driven ashore at Harrington Har., and sold.	do ..	
June	10 Albani.	7 Quebec.	do ..	110 Quebec to French shore	Near Point Rich, Lawrence River.	Jaunmed in ice and became a total wreck.	Total...	2,000
Oct.	11 Alexina	18 do	do ..	114 Quebec Harbour ..	Quarantine ground, St. Thomas Shoals, St. Lawrence River.	Run into by "Oren Holme" and sunk.	do ..	1,140
do	13 Ayr	4 St. John.....	do ..	124 St. John to New York.	Catacomb Ledge.....	Stranding; mistake in distinguishing between 2 lights.	Partial..	cargo 2,000
Aug.	3 Adelia.....	21 Annapolis	do ..	163 Digby to Boston.....	Cranberry Island, Maine, U.S.	Stranding..	Total...	500
Oct.	18 Blizard. ...	7 Lunenburg....	do ..	132 Lunenburg to Mayaguez, P.R.	Lat. 39° 31' N., Long. 65° 1' W.	Sprung a leak..	do ..	200
Dec.	1 Blondel.....	32 St. Johns, Nfld	do ..	66 Grand River, P.E.I., to Halifax.	Port Hawkesbury.....	Collision with "Nettie G."	Partial..	5,000 8,375 200
do	8 Bessie Louise..	11 New Carlisle, P.Q.	Brig'n't'ne, wood, sail.	138 Laid up at Pt. Hawkesbury.	do ..	Schr. "Mari Blanche" prosyne dragged down on the B. L., carrying away her gear.	do ..	250

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1890.												
Dec. 16	Badger.	3	Victoria, B.C.	Sloop, w'd, steam.	29	Victoria to Chemains.	About 10 miles from Victoria.	Stranding; defective tube in boiler.	.....	.....	Total.	3,000
do	Beatrice.	7	Lunenburg.	Schooner, wood, sail.	79	Summerside to New London, P.E.I.	Hogg Island, P.E.I.	Stranding; heavy weather and high sea.	.....	.....	do ..	2,000
do	Bella May.	4	Halifax.	do ..	79	Halifax to Sydney.	Gabarus Harbour.	do	.....	.....	do ..	1,500
do	Blanche.	8	Sydney.	do ..	220	Sandoning to Boston.	Ocrako Island, North Carolina.	Stranding; gale came on & ran ashore.	.....	.....	do ..	1,500 cargo
do	Byrtle.	1	St. John.	do ..	92	St. John to Boston.	Isle of Shoals, Mass.	Lost deck load and other damage.	.....	.....	Partial.	30 cargo
Sept. 13	Barcelona.	12	Dundee.	Iron stmr.	1,856	Middleboro', Que.	Red Isl'nd Reef.	Stranding. ....	.....	.....	do ..	600
Dec. 27	Belvidere.	9	Parrsboro'.	Schooner, wood, sail.	109	Parrsboro' to Yarmouth Fundy.	Quaco, Bay of Fundy.	Struck by squall & dismasted.	.....	.....	do ..	1,200
Oct. 8	Crown Jewel.	22	St. John, N.B.	Barque, wood, sail.	176	Londonderry to Sydney, C.B.	Lat 50° 52' N.; Long. 38° 43' W.	Lost top sail; gale suddenly changed.	.....	.....	Partial.	150 cargo
Dec. 1	Chief Commander.	1	Pictou, N.S.	Schooner, wood, sail.	38	Pictou Harbour to Logan's Tannery, Pictou.	Off Indian Point, Pictou Harbour.	Stranding, gale	.....	.....	do ..	300
Nov. 29	Costa Rica. ....	.....	Corinto.	Barque, iron, steam	1274	San Francisco to Departure Bay.	Beach ahead steamer Jean De Fuca.	Stranding; counter currents and dense fog.	.....	.....	do ..	60,000
Oct. 12	Cleopatra. ....	.....	Buenos Ayres.	Barque, wood, sail.	600	Quebec to Buenos Ayres.	Conway Inlet, north side P.E.I.	Stranding, had to beach ship to save life.	.....	.....	Total.	6,000 cargo
do	Conga.	1	Shelburne.	Schooner, wood, sail.	196	Mulgrave to St. Johns, Nfld.	Bayfield, N.S., moored at wharf.	Sudden gale of wind	.....	.....	Partial.	500
Dec. 1	Catherine.	24	Arichat.	Schooner, wood, sail.	61	St. Peter's, C.B., to Guysboro, N.S.	Burnt Island, Jauvin Island.	Stranded; gale parted chain, and driven ashore.	.....	.....	do ..	200 cargo
												110

do	22	Cleddu Belle.	14	St. Johns, Nfld.	Brig'ntine wood, sail.	114	Carboneau, Nfld., North Sydney.	to Point Aconi				Mistake, touching ground and Strand'g, broke away tug and drifted ashore. Stranding; heavy weather and high sea. Stranding; thick, squally weather. Stranding; gale and unusual sea. Met with a succession of heavy gales. Was never heard of after sailing. Heavy gale parted anchors and went ashore. Ran into tug, McNaughton, Stranding, pilot mistook lights Collision with barque 'Saga',	do	750
Oct.	23.	C. M. Mader.	2	Lunenburg . . .	Schooner, wood, sail.	88	Grace Bay to Liverpool, N.S.	Grace Bay				do	1,000	
Dec.	12	Claribel	14	Charlottetown P. E. I.	Barque, wood, sail.	421	Charlottetown to Bermuda.	Point Prim Reef				do		
Nov.	21	Canadian	12	Shelburne . . .	Brig'ntine wood, sail.	231	Port-a-Prince to Providence, R.I.	East end of Booty Rock, Bahama.			Total	4,600 cargo 3,000		
Dec.	1	Cetewayo	11	Halifax	Schooner, wood, sail.	20	Glace Bay to Gabarous.	Gabarousse Harbour.			do	400 cargo 300		
do	12	Conseut	12	Boston	do	781	Sydney, C.B. to New York.	Met with a succession of heavy gales. Was never heard of after sailing.			Partial.	2,000		
Jan.	24	Crown Jewel.	22	St. John.	Barque, wood, sail.	716	North Sydney to New York.	Atlantic Ocean		12	Total	10,000 cargo 1,920		
Dec.	26	Carrick	13	do	Brig'ntine wood, sail.	314	New York to Digby, N.S.	West Calk Light Vineyard Haven.			Partial.	5,500		
May	15	Cacouna	6	Montreal	Iron, str.	1451	Montreal to Sydney . . .	Off St. Denis						
do	14	Canopas	19	Liverpool, G.B.	do	1818	Liverpool to Montreal.	Reef of Cacouna						
Sept.	14	Champion	19	Quebec	Wood, steam, tug	90	Quebec Harbour	Below Quebec						
May	23	Chatham	16	Louisberg	Barque, wood, sail.	700	Quebec	Lat. 46° o'; Long. 30°		1	Partial.	3,470		
Dec.	1	Daniel Marey	10	Boston	Schooner, wood, sail.	109	Boston to Port William.	Off Harborville, N.S.		6	Total	4,000 cargo 500		
do	20	Dare	8	San Francisco.	do	247	San Francisco to Tacoma.	4 miles west Carmanah Port.			do	5,000		
Aug.	24	D. H. Morris	14	Halifax	Barque, wood, sail.	1197	St. Thomas to Great Britain.	Near St. Thomas, St. Lawrence River.						
Nov.	17	Dominion	7	St. Johns, Nfld.	Schooner, wood, sail.	73	Quebec to Carboneau.	Bic Harbour. Fire			Total	1,400 cargo 1,000		
Dec.	1	E. D. Myra	12	Lunenburg	do	43	Cheticamp to Halifax.	West side, Port Hood Harbour.			Partial.	400		
Oct.	28	Eugenie	11	Halifax	Brig'ntine wood, sail.	145	St. Thomas to New York.	Jones' Inlet Bar, Long Island.			Total	5,000 cargo 10,000		
Dec.	1	Evangeline	5	do	Schooner, wood, sail.	23	Halifax to Port Hood.	West side Port Hood Island.			Partial.	200 cargo 400		

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

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1890.												
Dec. 4	E. B. Newcomb	8	Parrsboro' . . .	Schooner, wood, sail.	91	Rockland, Me., to Bellevue's Cove.	Machias Harbour, Me.	Stranding; storm.	Total . . .	Total . . .	2,200
Oct. 30	Echo	7	St. John, N.B.	Brightine wood, sail.	354	Florida to St. John, N.B.	Vineyard Sound, Mass.	Stranding; thick mist and could not see buoys.	.....	Partial . . .	Partial . . .	700
1891.												
Dec. 12	Elmer E. Harriet.	25	Charlottetown P. E. I.	Schooner, wood, sail.	41	Fishing voyage . . .	Straits Belleisle. . .	Stranding . . .	.....	Total . . .	Total . . .	600 cargo 2,000 cargo 1,400
Dec. 5	Etna	14	Portland, Me.	do . .	297	St. John to New York.	Bliss Harbour, N.B.	Stranding; broke anchors.	.....	Total . . .	Total . . .	200 cargo 200
do 1	Euxine	30	Arichat	do . .	38	Souris to Halifax . . .	Canso Harbour . . .	Stranding; driven ashore.	.....	Partial . . .	Partial . . .	200 cargo 200
do 26	Emma	23	Victoria	Steam . . .	25	Victoria to Nanaimo . .	Pin Rock, Victoria Harbour.	Stranding; no buoy or mark.	.....	do . .	do . .	2,000 cargo 1,000
do 24	Elizabeth	14	Annapolis . . .	Schooner, wood, sail.	126	Boston to Port Lorne . .	Parr's Port, Digby Gut	Missing; carried on rocks by eddy.	.....	Total . . .	Total . . .	10,000
do 20	Eurydice	26	St. John	Ship, wood, sail.	1247	Liverpool to Pensacola	Off Shelburne, N.S.	In a gale lost sails and sank.	.....	Partial . . .	Partial . . .	400
do 2	Estella	6	Digby	Brightine wood, sail.	270	Bear River, N.S., to Bridgeport, N.S.	Northern edge Gulf Stream.	Heavy gales and cross sea.	.....	Total . . .	Total . . .	4,000 cargo 1,517
do	Edmund	11	do	do . .	148	St. John to Barbadoes, W.I.	Atlantic	Never heard from after sailing.	.....	Partial . . .	Partial . . .	5,000
Dec. 4	Etta Stewart . .	18	St. John	Barque, wood, sail.	786	Little Glace Bay to St. John.	Partridge Island Wharf, Basin Minas.	Very much damaged by gale.	.....	Total . . .	Total . . .	500 cargo 900
do 26	Emerald	44	Lunenburg . . .	Schooner, wood, sail.	27	Halifax to Blandford . .	Prospect Basin	Snow storm and gale; parted chain; drove ashore and smashed up.	.....	Total . . .	Total . . .	

do	8	Edith ..	18	Halifax.....	Brigantine wood, sail.	172	Demarara to Halifax..	35° 25' N. Lat.; 73° 30' W. Long.	Cut away some spars; gales & shifting cargo.	Partial..	2,500
Oct.	6	Emerald..	16	P. E. Island..	Schooner, wood, sail.	25	Pictou to Georgetown.	Murray Harbour ..	Stranding; gale and thick wea- ther.	Total ..	500
Dec.	2	Emma Payzant	18	Windsor.....	Barque, wood, sail.	846	Philadelphia to Dun- kirk.	Long. 38° 30'; Lat. 58° 40'.	Heavy weather	Partial..	3,500
Nov.	13	Frank W	8	St. John.....	Schooner, wood, sail.	99	Moncton to Ports- mouth, N.S.	Goose Island Ledge, near Jones' Port, Me.	Stranding; ves- sel misstayed.	do ..	100
Dec.	2	Fearles.	14	Guernsey.....	do ..	79	Gaspé to Lisbon.....	Sandy Beach, Gaspé.	Stranding; re- moval of light;	do ..	1,000
do	2	Florence C.....	5 m.	Pictou, N.S....	do ..	97	Bras d'Or Lake to Bos- ton.	70 m. S. W. from Cape Sable.	loss of buoy; Miscellaneous ; vessel set on fire by water	Total ..	4,500 cargo 5,500 cargo 904
do	3	Flying Mist ..	23	Sydney C.B....	do ..	18	Richibucto to Char- lottetown.	Richibucto Bar.	getting on line Stranding; un- known currents.	Total ..	500 40 cargo
do	9	Florence C.....	.....	Pictou, N.S....	do ..	.....	Marble Mountain to Boston.	Off Southern coast, N.S.	Miscellaneous ; set on fire by lime.	do ..	7,300 cargo 650
do	.....	Fred. E. Cox..	9	Guy'sboro'	do ..	145	New York to Halifax..	.....	During voyage deck swept; sails, &c., car- ried away; had to throw away 1,500 bushels corn.	Partial..	500 600 cargo
Sept.	19	Falcon.....	14	Tonsberg.	Barque, wood, sail.	396	Quebec to Great Britain	Quebec Harbour	Collided with barque "Mag- nificent."	.....	.....
Nov.	13	George Wil- liams.	13	Sydney, C.B....	Schooner, wood, sail.	17	Little Glace Bay to Whycocomagh.	Entrance of Big Bras d'Or.	Collision, and sunk.	Total ..	200 50 cargo
Dec.	1	Granada.....	33	Port Hawkes- bury.	do ..	58	Laid up in Port Hawkesbury.	Port Port Hawkesbury.	Stranding ; dragged on shore in gale of wind.	Partial..	100
do	1	George.	27	Halifax.	do ..	29	Canso to New Harbour	Coddle's Harbour.....	Stranding; gale of wind; driv- en ashore.	do ..	256 250 cargo
do	4	Gondola.....	7	St. John.....	do ..	186	Boston to Two Rivers.	Inside of Seguin, Me.	Stranding; loss of main sail caused by run on shore.	Total ..	6,000
June	15	Flora.....	18	Quebec.	Wood, tug steam, tug	25	Quebec Harbour	Quebec Harbour	Partially de- stroyed by fire	Partial..	1,000
Sept.	29	Falka.....	13	Christiania.	Barque, wood, sail.	677	Murray Bay to Glasgow	Tignish, near North Point, P.E.I.	All lost.	Total ..	10,000 cargo 12,000

Nov. 17	James Rourke.	7	St. John.	Schooner, wood, sail.	85 Quaco, N. B., to Rock- land, Me.	Fundy.	Bay of Fundy.	Stranding; heavy sea and wind.	Partial.	600 20 cargo
Dec. 1	James Davis.	8	Halifax.	do	47 Cape Canso to Sum- merside, P.E.I.	$\frac{3}{4}$ m. W. of Tony River, Picton Cove.		Stranding; gale	do	700
do	1 Jessie.	7	Lunenburg.	do	40 Halifax to Sydney, C.B.	Sydney Harbour.		Broke from an- chor in gale & ran down on steam'r "Cape Breton."	do	200
do	1 J. W. Durant.	4 m.	Parrsboro'.	do	147 Shulie, N.S., to Bar- badocs.	Shulie, N.S.		Stranded; gale.	Total	8,000
.....	J. P. Ames.	3	Moncton.	Schooner, wood, sail.	86 Lying at wharf, Mon- ton.	Moncton.		Settled in mud; upset and be- came a total wreck.	Total	100 100 cargo 2,500
Dec. 1	James Ryan.	8	Port Medway.	do	48 Arichat to Halifax.	Canso Harbour.		Stranding....	Partial.	100
do	1 Jewel.	14	Lunenburg.	do	52 Georgetown to Lun- enburg.	Crow Harbour.		Stranding....	do	300 500 550 cargo,
Nov. 7	Jacques.	6	Yarmouth.	do	58 Mount Stewart to Hal- ifax.	Middle Ground, West Passage, Marie Jos- eph.		do	do	600
June 18	Johanne.	30	Holmstrand.	Barque, wood, sail.	1168 Quebec Harbour.	Quebec Harbour.		Collision with barque "Val- borg" during storm.	do	250
Aug. 8	L. H. Davies.	10	Charlottetown.	Schooner, wood, sail.	33 Picton to Charlotte- town.	5 miles west of Cariboo Island Light.		Mannast car- ried away.	do	100
Nov. 14	Lawrence.	2	Lunenburg.	do	87 Lunenburg to Prince Edward Island.	McPherson's ferry, str. "Canso".		Stranding....	do	700
Oct. 8	Letitia May.	9	do	do	41 Whitehead, fishing.	Rocky ledge, $\frac{1}{2}$ m. W. from White Head Lighthouse.		Stranding....	Total	600 747 cargo,
Nov. 6	Lady Key.	13	Halifax.	do	31 Jeddore to Port Haw- kesbury.	150 yds. S. S. W. from White Head Light- house.		do	do	200
Dec. 1	Lelia Linwood.	20	Port Hawkes- bury.	do	64 Laid up at Port Haw- kesbury.	Port Hawkesbury.		Gale	Partial.	200
do	4 Laura Victoria	2	Arichat.	do	39 Halifax to Desconusse.	Lower Desconusse Beach		do	do	200
do	1 Lida & Lizzie.	24	do	do	56 Desconusse to Halifax.	South side Canso Har- bour.		do	do	300 300 cargo, 1,200 400
do	3 L. Edna.	14	St. John.	do	68 St. John, N.B., to Mouth Quaco.	St. John Har- bour.		do	do	1,000
Oct. 12	Lord Mayo.	18	Halifax.	do	97 Calais, Maine, to Parrsboro' River.	Entrance to Parrsboro' River.		do	Total	300 cargo,

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1890.												¢
Dec. 28	Lulu.....	17	Boston, Mass.	Schooner, wood, sail.	450	Windsor to New York.	Machia's Seal Island, bearing N. N. E. 28 miles.		Gale.....	.....	Trifling.	.....
do	1 Little Annie..	12	Digby... ..	do ..	27	Tiverton, P.E.I., to Halifax.	McNab's Island, Halifax Harbour.	Parted chains and ran ashore to save cargo and vessel.	.....	.....	.....	.....
Aug. 6	Lake Nepigon.	15	Montreal.....	Iron, str..	2207	Liverpool to Quebec...	Quebec Harbour	Ran into "Isabel,"	.....	.....	.....	.....
do	Lizzie.....	29	Ottawa.	Wood, str.	2	Quebec Harbour.....	do	Damaged by fire.	.....	.....	Partial..	1,500
Oct. —	L. & S.. ..	10	Halifax. . .	Schooner, wood, sail.	65	Cow Bay to Halifax...	Near Scatarie Island, C. B.	Struck by squall and carried away foremast	.....	.....	do ..	100
Dec	1 Lady Franklin	30	St. John's, Nfld	do ..	63	Anigonish from Halifax.	Meagher's Beach.....	Stranding	Hurricane.....	.....	Total ..	1,400 cargo, 2,000
do	1 Lantana	6	Charlottetown	Brig'tine, wood, sail.	246	New York to St. John's, Nfld.	Shag Rock, St. Mary's Bay, Nfld.	Wreck found on shore.	.....	8	do ..	6,000
do	3 Laura A. Smith	4	Lunenburg ...	Schooner, wood, sail.	96	Jamaica to Lunenburg.	Lat. 30° 20' N., Long. 70° W.	Abandoned, and vessel capsized	.....	.....	do ..	1,600 cargo, 4,000
do —	Leonora B. Winter.	2	do ..	do ..	87	Boston, Mass., to Lunenburg.	Atlantic.....	Not heard from after sailing.	.....	7	do ..	5,000 cargo, 4,000
May 19	Laurel	20	Windsor.	do ..	42	Rockland to St. John, N.B.	Sudsey Point, Apple River, N.S.	Fog-alarm not in operation.	.....	.....	Partial..	400 cargo, 100
Nov. 4	Lorraine.....	14	Lunenburg. ...	do ..	68	Quebec Harbour to Harbour Breton, Nfld.	Lark Island Reef.....	Mistook red light for gas buoy.	.....	.....	do ..	2,000 cargo, 500
.....	Loreto.. ..	39	St. Andrew's..	do ..	12	.....	Wrecked on Grand Manan several years since.	.....	.....	.....	.....	.....
Nov. 6	Margaret Ann	10	Pictou.. ..	do ..	53	Tatamagouche to Little Glace Bay.	Black Pt., Little Harbour, Pictou Cove.	Stranding. ....	.....	.....	Partial..	500

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Registered Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualties.	Live Lost.	Total or Partial Loss.	Amount.
1890.												\$
May	15 McNaughton..	4	Montreal.....	Tug, wood, steam.	50	Quebec Harbour	Off St. Denis. ....	.....	.....	.....	Partial..	3,000
Nov.	1 Margaret.....	27	do	do	36	Winter quarter.	Louise Basin	Fire .....	.....	.....	Total...	4,000
do	17 Marie Vigilante.	11	Quebec	Schooner, wood, sail.	114	North Shore to Quebec.	Pentecost	Dismasted by gale.	.....	.....	Partial..	500
May	21 Martha	27	Frederikstad ..	Barque, wood, sail.	256	Christiania to Quebec..	Cod Roy, Nfld.	Stranded; broken to piece.	.....	.....	Total...	2,560
Sept.	8 Mary Graham.	13	Maryport.....	do	676	Quebec to Newcastle..	Garganelle, near Point Riche.	Stranded; light having been destroyed by fire.	.....	.....	do ..	15,000
Oct.	7 Mary Jane. ...	41	Halifax	Schooner, wood, sail.	44	Pictou to Miramichi...	North reef of Cape Jourmain.	Driven ashore in a gale, all lost.	.....	.....	do ..	500 cargo 300
Nov.	6 Minister of Marine.	17	St. John, N.B.	Ship, w'd, sail.	1648	Manila to New York..	During voyage....	Sprang a leak, rudder damaged.	.....	3	Partial..	1,650
Oct.	14 Michigan.	3	London.....	Iron, str.	1939	Middleborough to Montreal.	Lake St. Peter.	Collision .....	.....	.....	.....	Unknown.
Dec.	17 Mabel.....	8	Digby	Schooner, wood, sail.	38	Westport, N.S., to St. John, N.B.	Roving Bull Harbour..	.....	.....	.....	Partial..	1,000 cargo 1,100
do	15 Mary Stevens.	31	Arichat.....	do	31	Halifax to Arichat....	Edge Island, coast N.S.	Collision with unk'n vessel.	.....	.....	do ..	500 cargo 200
do	1 Nettie M. G....	1	Halifax.	do	32	Halifax to Souris, P.E.I.	Port Hawkesbury.....	Collision .....	.....	.....	do ..	200
do	8 Nettie M. G....	1½	do	do	32	White Head to Souris, P.E.I.	do	Stranding gale.	.....	.....	do ..	300
do	9 Newfield.....	19	Ottawa.....	Schooner, iron, str.	502	Westport to Cape Sable.	6 miles W. S. W. from Pease's Island Light	Explosion .....	.....	3	do ..	3,000
do	1 Native Lass...	1	Sydney.....	Schooner, wood, sail.	68	North Sydney to Halifax.	St. Andrew Channel ..	Stranding; gale ..	.....	.....	do ..	500 cargo 300
do	27 Nellie B	2	Lunenburg ...	do	87	Glace Bay	Rabbie Island, Chedabucto Bay.	do ..	.....	.....	Total...	3,000 cargo 200

do	24 Nimble.....	27	Halifax.....	do	44	Arichat to Halifax....	Cape August.....	Snow storm, struck and sunk.	do	1,000 cargo 3,000
Sept.	4 Nellie Pickup.	1	Annapolis...	do	150	Cienfuegos to Jamaica.	.....	Vessel capsized on voyage.	do	8,000
Dec.	13 Nellie Watters	3	St. John.....	do	96	Portland to Boston....	20 miles from Boston Harbour.	Lost some sails, &c.; gale.	.....	560 cargo
May	2 Norse King....	2 m.	London.....	Steel, str.	1935	Antwerp to Montreal..	Lat. 48° 13' N.; Long. 49° 15' W.	Struck iceberg.	Partial..	.....
.....	Norwood.....	16	Christiania...	Ship, w'd, sail.	1587	Greenock to Quebec....	Gulf of St. Lawrence..	.....	Total...	20,000
.....	Nimrod.....	.....	Germany.....	do	695	Pictou to Liverpool, G.B.	.....	Never heard of after sailing.	12	15,000 cargo 4,483
Nov.	6 Olive J....	9	Halifax.....	do	57	Port Hawkesbury.....	Grand River Harbour.	Collision with schr. "Nora B. Winter.	Partial..	125
Oct.	28 Oregon.....	7	Liverpool, G.B.	Schooner, iron.	2273	Liverpool to Quebec and Montreal.	½ m. N. E. by E., ¾ m. E., Louise Basin.	Unknown shoal stranded.	.....	.....
Aug.	25 Omega.....	37	Halifax...	Schooner, wood, sail	55	Buctouche to Pictou...	Off Cocagne.	Up set from carrying too heavy deck load.	Partial..	100 cargo 100
Dec.	1 Ottawa....	24	Yarmouth....	do	54	Cocagne to Pictou....	Port Hawkesbury....	Dragg'd anchor in gale and went ashore.	do	300
do	2 Onward.....	20	Charlottetown	do	52	Boston to Charlotte town.	About 30 m. E. by N. from Little Hope Island Light.	Gale of wind, carried away sails, &c.	do	150
do	1 Omega.....	35	Halifax....	do	55	Buctouche to Pictou...	Off Cocagne Bar....	Sprung a leak; overloaded.	Total...	400 cargo 200
do	27 Oakdone....	6	Sunderland...	Brig'tine iron, str.	1086	Halifax to N. Sydney..	Sydney Harbour.....	Gale.	Partial..	.....
do	1 Ocean Bride..	9	Lunenburg...	Schooner, wood, sail	20	Murray Harbour to Port Medway.	Carriagan Pier, Guysboro' County.	Stranded; gale.	Total...	500 cargo 250 2,000
do	1 Osceola.....	7	Halifax.....	do	83	Halifax to Glace Bay.	Gabarousse Harbour..	Heavy storm; parted chains and drifted ashore.	do	.....
Nov.	21 On Time....	6	Liverpool.....	do	124	Colon to Halifax.....	S.E. end of Grand Cayman, Caribbean Sea.	Heavy gale and leaking.	do	4,500 cargo 2,000 Unknown.
Oct.	14 Ocean King...	12	Glasgow.....	Iron, str.	1623	Antwerp to Quebec....	Lake St. Peters.....	Collision.....	.....	.....
do	28 Oregon.....	8	Liverpool....	do	2407	Liverpool to Quebec...	Beauport Flats.....	Fault of pilot..	.....	do
Dec.	4 Prescott.....	9	St. John.....	Schooner, wood, sail	72	St. John to Boston...	Head of Bay of Fundy	Foundered.....	Partial..	210
Oct.	29 Pioneer.....	14	Arichat.....	do	32	Shediac to Pt. Hawkesbury.	Near Cape Jock.....	Split sails and was driven ashore by storm.	do	150 cargo 60
Nov.	10 Pearl.....	9	Windsor.....	do	136	Sanbeas coast, N.Y....	Atlantic Ocean.....	Lost sails, &c..	do	1,000

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1890.												
Dec. 11	Plymouth Rock.	....	Gloucester, Mass.	Schooner, wood, sail.	92	Gloucester, fishing.	South end Blanche Island.	Gale.	.....	....	Partial..	\$ 3,000
do	Peeress.	13	Hamilton,	Brigantine wood, sail	239	Santa Fe to Falmouth.	.....	Sprung a leak and abandoned.	.....	....	Total...	cargo 2,000 3,500
Oct. 5	Palma.	16	Quebec.	Schooner, wood, sail	54	Newfoundland to Anticosti.	Cape James, Anticosti.	Hurricane; stranded.	.....	....	do ..	600
June 18	Plymouth	16	St. John, Nfld	Brigantine wood, sail	198	Montreal to St. John, Nfld.	Richelieu Lighthouse.	Sudden change of wind; stranded.	.....	....	Partial..	1,000
Nov. 8	Rival.	17	Halifax.	Schooner, wood, sail	31	Halifax to Glace Bay.	Simond's Point, Glace Bay.	Carried away sail and drove on shore in a gale.	.....	....	Total...	650
Dec. 13	Reaper.	10	St. John	do ..	124	Joggins to Vineyard Haven.	10 m. south of Island of Shoals.	Heavy sea; vessel sprung a leak.	.....	....	Partial..	1,500 cargo 680
Sept. 26	Rattler.	1	Liverpool, N.S.	do ..	13	Liverpool to Port Herbert.	E. side of entrance, Pt. Herbert Harbour.	Miss stayed and ran on rocks.	.....	....	Total...	600 cargo 200
Dec. 28	Roulette.	....	Boston	do ..	79	Boston, fishing.	Forbes' Point, Liverpool, Eng.	Gale; stranded.	.....	....	Partial..	1,500
Aug. 25	Resolve.	20	Sandejeford.	Barqu'tine wood, sail	398	Quebec to Liverpool, Eng.	Cod Roy, Nfld.	Stranded	.....	....	Total...	5,000 cargo 3,000
Oct. 12	Restive.	7	Charlottetown, P.E.I.	Schooner, wood, sail	71	Baie des Chaleurs to Summerside, P.E.I.	Off Lot 7, P.E.I.	Terrible storm.	.....	1	Partial..	150 cargo 30
Nov. 13	Seylla.	7	Port Hawkesbury.	do ..	102	Crapaud to Boston	8 or 9 m. S.E. of Cape George, Pictou Co.	Ran into by str. "Alert."	.....	....	Total...	5,000 cargo 1,500
Oct. 17	Spy.	15	Charlottetown	do ..	18	Alberton to Chatham, N.B.	Between North Cape, P.E.I., and Port Es-cummac, N.B.	Vessel not heard of after leaving Alberton, P.E.I.	.....	3	do ..	200 cargo 100
Dec. 1	S. G. Irwin.	13	Arichat.	do ..	71	Halifax to Descoussé.	Poulandon Harbour, Lennox Passage.	Dragged anchor in gale and went ashore.	.....	....	Partial..	1,500 cargo 200

Oct.	6	Sinkin..	Norway	Barqu'ine wood, sail	675 Shediac to Liverpool, G.B.	Shediac Breakwater ...	Dragged anchors, and collided with breakwater.	do	2,000
Nov.	5	Snow Bird....	12	St. John, Nfld	Schooner, wood, sail	Labrador to Boston...	Braddoes Bay, Labrador.	do	700
Dec.	1	Susie Pearl....	3	St. John, N.B.	do	74 Rockland, Me., to St. John, N.B.	Off Partridge Island, mouth St. John Harbour.	do	cargo 2,000
do	1	Sea Slipper...	22	Lunenburg	do	41 North Sydney to Des-cousse.	Lower Descousse Beach	do	300
Nov.	20	Second..	9	Parrsboro'	do	47 St. John to Parrsboro'.	Eatonville River, N.S.	Total...	100
Oct.	29	Saxon	8	Lunenburg	do	79 Halifax to Gabarouse.	Gabarouse Harbour...	Partial..	700
Dec.	2	Sunbeam....	18	Halifax.	do	68 Sydney to Halifax	Doewer's Cove Ledge.	Total...	900
do	27	Saidie..	10	Liverpool	Bright'ne wood, sail	154 St. Blaise to New York	Gulf of Darin.....	do	cargo
do	19	Sarah	12	St. John, N.B.	Schooner, wood, sail	117 Fall, Mass., to St. John, N.B.	Camp Island, Maine...	do	2,500
Dec.	1	Sunbeam....	14	Halifax	do	68 St. Peter's to Halifax.	Dever's Cove Ledge...	Total	1,800
Oct.	10	Silver Dart...	do	do	do	30 Georgetown to Halifax.	Murray Harbour Bar	do	925
Dec.	15	Sarah A. Townsend.	6	do	do	147 Sydney to Halifax	S. by E. from Wedge Island, 6 miles.	Partial..	200
Sept.	14	Saga.....	21	Liverpool, G.B	Barque, wood, sail.	499 ----- to Quebec....	Below Quebec.....	do	190
Dec.	15	Speedwell	7	St. John.....	Schooner, wood, sail.	82 St. John to Boston....	Petit Manan Bar.....	do	400
April	12	St. Joseph....	15	France..	Brigant'ne wood, sail.	197	St. Pierre Miquelon...	1 Total	3,000
Nov.	8	Souvenir.....	7	Quebec.....	Schooner, wood, sail.	19 Anchored at Seven Islands Harbour.	Seven Islands Harbour	Partial..	100
Dec.	—	Silver Sea	13	St. John's, Nfld	Brigant'ne wood, sail	177	Point Aconi, C.B.....	Stranding; not injured.	1,500
Oct.	27	True.....	26	St. John, N.B.	Schooner, wood, sail.	60 St. John, N.B., to Joggins, N.S.	Off Cape Maringum, Bay of Fundy.	Total	cargo, 1,050

SUPPLEMENT to the Statement of Wrecks and Casualties to Sea-going Vessels, &c.—Continued.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from.— Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1890.												
April 21	Traffick	15	Annapolis	Schooner, wood, sail.	41	Musquash to Rockland, Me.	Little Musquash Har- bour.	Stranded .....	.....	.....	Total ..	\$ 250
Dec. 1	Trial	8	Halifax	do ..	13	Laid up in Margaree Harbour.	Margaree Harbour	Driven ashore, and became a total wreck.	.....	.....	do ..	50 cargo, 250
do	Trygos.	18	Turk's Island	Brigant'ne wood, sail.	221	New York to St. John, N.B.	Mouth St. John Har- bour.	Stranded .....	.....	.....	Partial..	1,500
Nov. —	Tay	3	St. John	Schooner, wood, sail.	124	St. John to New York	New York	Fire .....	.....	.....	do ..	750 cargo, 3,000
Dec. 18	Topsy	1	Montreal	Barque, wood, sail.	658	Kingston, Jamaica, to Cayman Island.	Cayman Brae	Went to pieces in gale.	.....	6	Total ..	1,000 cargo, 30,000
May 27	Terpsichore ..	34	Sandyford	do ..	1188	Quebec to Liverpool ..	Louise Basin	Tow-line broke and vessel struck pier head.	.....	.....	Partial..	1,900
July 20	Thornholme ..	9	Maryport	Schr., iron, steam.	1116	Great Britain to Que- bec.	Barrel's Ledge	Pilot mistook light.	.....	.....	Total ..	80,000
Aug. 10	Udsire	21	Stavanger	Barque, wood, sail.	416	Quebec to ———	Red Island Reef	Mistake of pilot	.....	.....	Partial..	3,500
Oct. 12	Victor	35	Sweden	do ..	359	Baie Verte to Exeter ..	Great Shemogue Har- bour.	Driven on bar ; became a total wreck.	.....	.....	Total ..	3,000
Dec. 1	Vergesco	6	Halifax ..	Schooner, wood, sail.	57	Hawkesbury to John's, Nfld.	Lower Desceuse Beach, St. Peter's Bay.	Driven ashore in a gale.	.....	.....	Partial..	500 cargo, 800
do	Veritas	13	Liverpool, N.S.	do ..	111	Sydney to Arichat	Chrichton's Island	Dragged anchor and stranded.	.....	.....	do ..	100
Aug. 27	Vancouver ..	6	Liverpool, G.B.	Iron, str.	5141	Liverpool to Quebec ..	Straits of Belle Isle ..	Collided with an iceberg.	.....	.....	do ..	.....
June 18	Valborg	26	Sarpsburgh	Barque, wood, sail.	1025	Quebec Harbour	Ballast Ground	In collision with barque "Jo- hanne."	.....	.....	do ..	1,000
Dec. 8	Village Bell ..	...	St. Andrews ..	Schooner, wood, sail.	12	.....	.....	Wrecked on Grand Manan.	.....	.....	.....	.....

do	1 Wallace	18	Pugwash, N.S.	do ..	59	Laid up at Pt. Hawkes- bury.	Port Hawkesbury.....	Capsized and collided with a wreck.	.....	Total ..	350
Nov.	1 W. J. Christie	6	Sydney, C.B.	do ..	77	Cow Bay to St. Pierre	Miquelon Roadstead, St. Pierre.	Driven ashore in a gale.	.....	do ..	2,500
Dec.	13 Warrior	6	Pictou.....	do ..	52	Pictou to Cow Bay	East side Ghost Beach, Judique.	Stranding; gale.	.....	do ..	200
Nov.	29 W. E. Young.	8	Lunenburg ...	do ..	92	Halifax to Glace Bay ..	South side Glace Bay, above Campbell's.	do ..	.....	Total ..	600
Dec.	27 W. E. Weir...	19	Arichat...	do ..	41	Halifax to Descouse.....	St. Peter's Harbour....	Stranding; gale; dragged both anchors.	.....	Partial..	200
do	20 Willie B.....	14	Liverpool, N.S.	do ..	38	Souris to Guysboro'.....	Near Port Hastings...	Stranding; gale; dragged anchors.	.....	do ..	2,500
June	8 Warwick	8	Bristol	Steel, str.	2027	London to Quebec. ...	Below Bic	Grand shaft broken.	.....	do ..	1,000
do	24 William	30	Quebec.	Steamtug, wood.	86	Quebec to Lower Lawrence.	St. Bellechasse lighthouse.	Stranded and sunk.	.....	Total ..	3,600

STATEMENT of Wrecks and Casualties reported as having occurred in Canadian Inland Waters.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss.	Amount.
1890.												
May 1	Canada.....	21	Montreal.....	Steamer, wood.	1167	Quebec to Montreal...	Opposite Champlain...	Piston rod broke during heavy gale.	.....	.....	Partial..	\$ 225
do	City of Detroit	.....	Detroit.....	Steamer, iron.	1324	Detroit to Cleveland..	Douglas Dock, Detroit River.	Gale of wind and bad steering.	.....	.....	do ..	10,000
do	Eleanor	25	Kingston	Tug, wood, steam.	7	Oswego to Kingston...	4 miles S. by W. of Pigeon Lt.	Spring a leak and sunk.	.....	.....	Total ..	3,000
.....	Milwaukee .....	.....	Buffalo	Iron, steam.	2000	Detroit to Buffalo....	Kilin Crossing, Detroit River.	Fearing collision with strmr. Northern, backed on shore and damaged.	.....	.....	Partial..	2,000 cargo 200
June 22	John Hanlan.	8	Toronto	Wood, steam, schooner.	2613	Toronto to Toronto Island.	Yonge St. Wharf, Toronto.	Strmr. Corsican backed into the J. H.	.....	.....	Trifling.	.....
July 2	Ocean	19	St. Catharines	do	454	Kingston to Toronto ..	Rose Bank, Lake Ontario.	Error in compass.	.....	.....	Partial..	1,500 cargo 2,500 4,000
.....	Churchill Rr..	5	Winnipeg.....	Barge, wood.	.....	Fisher Bay to Selkirk.	Mouth of Red River ..	Lostrudder and became unmanageable.	.....	.....	do ..	.....
.....	Grand Rapids.	9	do	do	.....	do	Off Elk Island, Lake Winnipeg.	Tow-post of barge was torn out.	.....	.....	.....	.....
.....	J. G. Worts..	.....	Toronto	Schooner, wood, sail.	309	.....	.....	Vessel was hove down on Burlington Beach and sustained very slight damage.	.....	.....	.....	.....

STATEMENT of Wrecks and Casualties to Canadian Inland Vessels and Foreign Vessels in Canadian Inland Waters during the calendar year 1891.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost	Total or Partial Loss.	Amount.
1891.	Athabasca....	8	Montreal.....	Schooner, Steel, steam.	2268	Owen Sound to Fort St. Mary's River. William.		No particulars.				\$
Sept. 5	J. E. Gilmor....	...	American ves- sel.	...	...	Cleveland, U. S., to Portage.		Sprung a leak.				
.....	Interocean....	2	Collingwood..	Wood, steam.	98	Sarnia....	Johnson's Dock, Wal- laceburg.				Partial..	4,000
.....	Lewis Hotch- kiss.	20	Toronto.....	Schooner, wood, sail.	1001	Muskoka Mills to Buf- falo, N. Y.	20 to 25 miles west of Goderich.	Heavy weather.			Total ..	7,844
.....	Twilight.....	18	do ..	do ..	173	Chatham to Detroit... Tyrconnel Dock.....		Fire; don't know origin.			do ..	4,700 cargo 200

SUPPLEMENT to the Statement of Wrecks and Casualties to Canadian Inland Vessels and Foreign Vessels in Canadian Inland Waters
in 1890.

Date of Casualty.	Name of Vessel.	Age.	Port of Registry.	Rig.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Nature of Casualty.	Cause of Casualty.	Lives Lost.	Total or Partial Loss	Amount.
1890.												
Nov. 5	Bruno.....	27	Toronto...	W o d , steam.	300	Cleveland to Algoma Mills.	Magnetic Reef	Severe weather, stranded.	.....	.....	Total ..	\$ 10,000 cargo 1,200
July 17	Catherine.....	8	Kingston.....	do ..	10	Alexandria Bay to Grenadier Island.	½ mile N. E. of Sunken Rock Light, Alex and Bay.	Collision with U. S. str. "St. Lawrence."	.....	5	do ..	800
Nov. 6	City of Mid-land.	new	Collingwood ..	do ..	508	Parry Sound to Byng Inlet.	N. E. point of a lime stone shoal, Georgian Bay.	Mistake in distance; caused by current; stranded.	.....	.....	Partial..	100 cargo 300
do	Ocean Wave..	22	Picton, Ont....	Schooner, wood, sail.	100	Trenton to Oswego....	About 15 miles from Oswego, N. Y.	Caught in a heavy gale and rolled over; foundered.	.....	5	Total ..	1,000 cargo 2,000
Oct. 23	Reindeer	6	Kingston.....	W o d , steam.	33	Ports in Bay of Quinté	Near Young's Dock. .	Collision with schr. "T w o Brothers."	.....	.....	Trifling.	.....
July 29	Resolute.	15	Ottawa.	W o d , steam, tug.	19	Ottawa.....	foot of canal locks.	Took fire and sunk.	.....	.....	Total ..	2,500
Sept. 21	Ivy	16	Montreal.....	do ..	34	Laid up at Hull, P. Q.	Ottawa River at Hull..	Took fire .....	.....	.....	do ..	6,000
Nov. 25	Polly M. Rogers.	20	Cape Vincent, N. Y.	Schooner, wood, sail.	328	Charlottetown, N. Y., to Ogdensburg.	Pigeon Island, Lake Ontario.	Broke loose from tug; lost sail, &c.	.....	.....	do ..	8,000 cargo 1,300
do	James Buckley	10	Prescott.....	Tug, wood, steam.	7	At anchor at Port Stanley.	Port Stanley Harbour.	Fire.....	.....	.....	do ..	1,700
do	Louisa.....	32	St. Catharines	Barque, wood, sail.	232	Cleveland to Algoma Mills.	Magnetic Reef.....	Heavy weather; stranded.	.....	.....	do ..	2,000 cargo 900
Aug. 16	Annie Watt...	7	Owen Sound...	Tug, wood, steam.	41	Warton to Lion's Head	Between Briar Island and Gun Point.	Collision with propeller "Al-derson."	.....	.....	do ..	2,000

Nov. 2	Caroline Marsh	38	Port Hope	Schooner, wood, sail.	224	Oswego to Toronto...	Oswego Beach.....	Carried away sails and driven on shore at Os- wego.	do ..	2,000 cargo 1,500
.....	Huron.....	16	Pictou, Ont.	do ..	234	Windsor, Ont., to Buffalo.	70 miles N. E. of Dun- smuir, Lake Erie.	Struck a leak and sank.	do ..	7,500
1889.	May 30	Victor.....	23	Hamilton	320	Midland to Buffalo....	Sand Beach, Michigan, U.S.	Steam barge let her go to save herself.	do ..	5,000 cargo 400
.....	.....	.....	Kingston.....	do ..	121	.....	.....	Abandoned; a wreck in Pic- ton Har., Ont.	.....	.....
Oct. 16	Windigo.....	4	Winnipeg.....	W o o d , barge.	3	Rat Portage to St. Francis.	Bishop's Point, Lake of the Woods.	Struck on a rock while in tow of str. "Chief- tain."	do ..	200 cargo 200
1886.	Sept. 29	A. G. Ryan...	10	Kingston.....	111	Gananoque.....	Off Capt. John's Is- land, Bay of Quinté.	Foundered	do ..	3,000
1890.	Nov. 10	Jane McLeod.	22	St. Catharines	181	Fish River to Parry Sound.	Near Pancake Island, 15 miles from Parry Sound.	Stranding; gale	do ..	6,000

APPENDIX No. 39.

KINGSTON OBSERVATORY, 29th February, 1892.

SIR,—I respectfully submit for the information of the Minister of Marine and Fisheries, the following report of the Kingston Observatory for 1891 :—

The instruments have been kept in good order and adjustment, and observations have as far as possible been daily made throughout the year.

Since last report a hot-water coil from the adjoining building has been introduced into the observers' room. The cost of this improvement has been considerable ; but, besides contributing greatly to their comfort, and that of visitors throughout the winter by the constant and equitable temperature which it affords, it has added to the accommodation of the department by rendering available the space formerly occupied by the stove and the necessary storage of fuel. Some small repairs have also been made in connection with the arrangements for opening and closing the shutters in the Equatorial and Transit rooms.

A new web of wires, with micrometer, for the transit, together with a ring micrometer for the equatorial, in addition to the position circle micrometer by Alvan Clarke, have just been ordered from Fauth & Co., the makers of the sidereal clock, which still maintains its excellent performance.

I am happy to say, that, since the improvements made some years ago, the foundations, and piers, on which the transit rests, have found so perfectly stable that when the instrument is once adjusted, and is used with ordinary care, the level from day to day shows little or no appreciable change.

I have the honour to be, sir,

Your most obedient servant,

JAS. WILLIAMSON,

Director of Observatory



